

# MANUFACTURERS' RECORD.

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## Manufacturers' Record

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BALTIMORE, MAY 3, 1900.

### No Revolution Yet.

Close observers intimate that there will be no tinkering with the interstate commerce law at the present session of Congress, and that the Cullom bill, designed to revolutionize railroad management in the United States, will not be passed. The purpose of the bill, however, should not be forgotten. Quoting an argument of Chairman Knapp of the interstate commission that the Cullom bill "is designed to give the commission substantially the same power that it assumed to exercise for about ten years, and until the Supreme Court said that it did not possess the power," and that the jurisdiction sought would permit the making of "an order directing the carriers for the future to make a certain reduction or a certain change in the relation of rates," the Railway Age says:

No great amount of acumen is necessary to see that power thus to establish rates in given cases would be substantially equivalent to a general rate-making power. Much disingenuous effort has been expended to demonstrate that this is not the case. But certainly the terms of the Cullom bill are not ambiguous. That bill provides, among other things, in section 15, about which the advocates of the measure have very little to say, that the commission, in any case before it, shall have power to fix a maximum rate, or both a maximum and a minimum rate, or a differential in rates, and to make changes in classification. This would amount practically if not nominally to universal rate-making. Notwithstanding the claim advanced by the members of the commission for this grant of additional authority, plenty of evidence exists for the belief that no such grant was contemplated in the passage of the original interstate commerce law, and that, after much deliberation, Congress, in passing the act, decided that it would be unwise to give to the commission the absolute domination in rate-making that it now seeks to grasp. The demand necessarily implies the notion that a government board of half a dozen men is better qualified than the managers of the several roads to make equitable rates for all of the railways of the vast American system. But probably on the whole the various traffic managers of the collective companies are quite as willing to do exact justice as the members of the interstate commerce commission, and in the long run the best results to the public as well as to the carriers will follow the policy of leaving the actual determination of specific charges for transportation to the authority of the carriers themselves.

This is a calm statement of the situation. It reveals at a glance the real intent of the measure, which is to give unlimited power to a body of men superficially acquainted with railroad operations to attempt to solve problems

connected with railway administration which can be handled intelligently only by men who have devoted years to their study.

The result of such interference may easily be reckoned. It would be a menace to the millions of capital invested in railroad enterprise, to the happiness of hundreds of thousands of employees, and would bring embarrassment and confusion to travelers and shippers by rail. These, however, would be but slight evils compared with the precedent that would be set in conferring such power upon a few men. It would be an entering wedge for the disruption of the political system of the United States. Therefore, opponents of the grasping designs for the interstate commerce commission should not rest upon the report that the Cullom bill will not pass at this session of Congress. They should not relax their efforts for its defeat until the possibility of its passage no longer exists.

### A Proposed Exposition at Charleston.

The people of Charleston are proposing to organize an exposition to be held in that city in the winter of 1901-2, their aim being to make it a broad and representative exposition of the resources and development of the South. The plan which has been outlined is a comprehensive one, and one well worthy of the most liberal encouragement on the part of the entire South.

Charleston is one of the old cities of the South—a city of great wealth, of many attractions, and yet one which has been generally accounted as non-progressive, though this is certainly not true of the Charleston of late years.

A great exposition in Charleston would in itself, by showing to the world the awakened energy and virility of the business interests of that city, create a widespread interest throughout the country in the South. The business people of the United States are beginning to accept the fact that in the mineral districts and in the cotton-manufacturing centers of the Piedmont region there is great energy and increasing prosperity, but they have not yet come to fully realize that the whole South is sharing in this, and therefore an exposition at Charleston would be a tangible illustration of what has already been accomplished for the rejuvenation of the whole South. Since the New Orleans Exposition of many years ago there has been no Southern exposition at any seaboard city. We have had expositions at Atlanta and at Nashville, which have been of very great value to the South, and the time now seems especially ripe for a great exposition—one which will be a credit to the whole South—at such a point as Charleston.

In itself Charleston is a center of attraction. It has its own peculiar charms; it will draw thousands of visitors who possibly would not attend an exposition in any other place in the South; its historical associations, its

delightful winter climate, its nearness to the North as compared with the Gulf ports, would all make it an attractive drawing point for visitors from the North.

The Manufacturers' Record, in heartily commending what has already been accomplished in the preliminary work, would express the hope that this exposition may be planned on such a broad scale and so ably managed as to insure the heartiest co-operation of every trade organization and of every business enterprise in the South. Its pre-eminent success as an exhibit of Southern resources and of Southern accomplishments would mark as distinctive an epoch in the upbuilding of the South as did the Atlanta Exposition of 1881, from which we may date the first general understanding which the North ever had of the South and its possibilities.

### The Handicap on Northern Iron-Making.

The recent performance in Wall street of the chairman of the board of directors of the American Steel & Wire Co. has called very sharp attention and scrutiny to the various companies that were organized a year and a-half ago by combining the principal furnace and mill plants of Chicago, Northern Ohio and some scattered enterprises into the American Steel & Wire, the Federal Steel and some other companies.

This examination brings out certain facts with very startling clearness.

In the first place, these properties are founded in coal and coke properties in the Alleghenies and iron properties in Minnesota and Michigan, a thousand miles or more apart. The assembling of materials depends on the navigation of the Great Lakes from the head of Lake Superior to the south end of Lake Michigan and the south side of Lake Erie, which can be counted on for little over half the year, and must therefore employ double carrying power in vessels as well as in railroads from the upper lake to the iron mines.

Compared with conditions in Alabama and elsewhere, the natural handicap of distance would seem to be enough to carry. But that is really but a small part of the load put upon the industry in the North, a load that must eventually break it down or compel reorganization. The burden referred to is, of course, overcapitalization.

Take, for instance, the Federal Steel Co., probably the best of the great Northern steel consolidations, with the exception, of course, of the Carnegie Company of Pittsburg.

Federal Steel has furnaces and mills at Chicago, Joliet, Lorain, Ohio, and Johnstown, Pa. It has a railroad connecting its Chicago and Joliet plants, another connecting its iron lands and the port of Duluth; it has 150,309 acres of mineral lands in Minnesota and Michigan and 6000 acres of coal lands in Fayette county, Pennsylvania, with some 1200 coke ovens in process of erection and twelve miles of railroad

connecting the coal lands with the Baltimore & Ohio and the Pennsylvania railroad systems. It owns on the Great Lakes twelve steamers and ten steel barges having a carrying capacity of 2,000,000 tons of ore per annum between Lake Superior ports and its furnaces at Chicago and Lorain.

On these various properties the constituent companies have an outstanding bonded indebtedness of some \$26,481,000, and Federal Steel itself has an authorized stock capital, half preferred and half common, of \$200,000,000, of which there is outstanding \$53,260,900 of preferred and \$46,484,300 of common stock, in all \$99,745,200.

Without taking time, for space would not permit a full analysis of all the properties, we can take, for instance, the mineral lands in Minnesota and Michigan of 150,309 acres. These lands originally cost very little. But by the time that they were ready to be turned into the Federal Steel Co. they were owned by people who sold them to themselves at good prices and had been capitalized up to \$16,500,000, or 165,000 shares of the par value of \$100 each. They were sold to the Federal Steel Co. on the basis for each share of \$27.10 in cash, \$135.50 in preferred and \$108.40 in common stock of that company, putting this mineral land up to the enormous figure of \$44,559,000.

The Illinois Steel Co. had a capitalization of \$18,056,000, which had been previously selling at prices ranging from 101½ to 48½. This got \$20 in cash per share, \$100 in preferred and \$80 in common stock of Federal Steel, making it figure for the big sum of \$37,313,200. The Elgin and Joliet had \$6,000,000 of stock (and had outstanding \$7,417,000 in bonds) and got per share for its stock \$17.50 in cash, \$87.50 in preferred and \$70 in common stock of Federal Steel, so that it stands in, in all, for \$10,500,000.

People used to think Tennessee Coal & Iron was terribly overcapitalized. Yet it has outstanding in all \$21,000,000 in stock and \$10,490,000 in bonds on all its vast interests in furnaces, coke ovens, transportation and its 450,000 acres of mineral lands, about three times Federal Steel's landed area.

In the one case, remember always, too, that a thousand miles separates the coal and the iron. In the other they are so close together that at many points connecting railway mileage amounts to little more than yard tracks.

Now Federal Steel is, as we have said, more than an average representative of Northern plants.

With the South making only foundry pig-iron it did not compete with the North in iron production except in that one product. But with the South making basic steel, and, later, with its Bessemer areas opened up, making Bessemer steel, under conditions of proximity of ore, coke and fluxes, and capitalized on the basis of the present cost, cost of coal and iron lands, coke ovens, blast furnaces and connecting transpor-

tation, how long can the Northern plants, handicapped by nature and again by enormous overcapitalization, stand in competition when competition really comes?

The manipulations of Chairman Gates hurt a great many people. But he hurt most of all the iron trade of the North in calling attention to the burdens it bears compared with those of the South.

### Boom Towns Outdone by Pittsburg.

During the period, some ten or twelve years ago, when a wild fever of speculation in town lots swept over America, and not only over America, but Africa and South America, the South had its fair share of the boom spirit, although possibly less than a very large proportion of the West. It was an unfortunate period, and the results were disastrous in many respects, and so the South can sympathize with the troubles that are about to come to the Pittsburg district by reason of the boom spirit which seems to be pervading that section, judging by an advertisement in the Pittsburg Dispatch of April 24. Nothing that appeared in Southern or Western papers in boom-town advertising quite equalled nearly a page advertisement of Neville Island City in the Dispatch.

This proposed city, located on an island of that name a few miles from Pittsburg, is heralded in poster-size type as "the ninth wonder of the world; breath-taking announcement; stupendous undertaking; a marvelous new city with nearly \$100,000,000 back of it; wild race for lots from 4,000,000 people," with glaring headlines that startle the reader. And hardly less conspicuous is the following:

Keep very cool; let not these amazing facts excite you; let us tell the wondrous story in simplicity—in quietness. When the world was young Neville Island City was unknown, but the wisdom of Creation made the plans for its future; so a gem of an island was made, which men called Neville Island; this island is located in the Ohio river, in sight, you may say, of the Point below Pittsburg; it is seven miles long, and has over fifteen miles of wharfage, and it has not a single hill upon it—perfectly level. The site of Neville Island City is on this island, and the whole country knows why it was selected. The demands of manufacturers are as keen for valuable locations as those of a military genius in choosing strategic points on which to meet his opponent; the "Mill Kings" saw the matchless advantages of Neville Island and bought it up like a flash. Overwhelming figures; cash from all over the country will be planted here by manufacturer, employer and investor, and the finger of destiny points unerring to Neville Island City for factories, commerce, and men must make it in quickness of growth the ninth wonder of the world.

And then we are told in many startling ways and with more attractive display of the printer's art that on Neville Island a city is being built, and that it will be built so quickly that it will rightly be called "the ninth wonder of the world;" that though fortunes were made at Vandergrift, Wilmerding and other points, these are not to be compared with the fortunes that will be made at Neville Island City. "Awake, ye money-makers!" is the cry, for "the sale of lots begins April 25 at 9 A. M., not a minute sooner," the terms of which will be "\$500 and up," probably especially "up."

The boom advertising artist is evidently located at Pittsburg. He has ceased to operate in the South—to the good fortune of the South. We see no signs of him in the West, judging from the Western papers. But Pittsburg, the solid and substantial industrial center of Pennsylvania, has given birth

to the advertising artist who can fill a page with a more startling announcement of Neville Island than any poor blacksmith of an advertiser in the South or West in boom days ever dared to undertake. Let no man henceforth talk about boom towns in the South or West. Pittsburg, with its Neville Island City, takes the lead.

### New England's Interest in the South.

At the annual meeting last week of the New England Cotton Manufacturers' Association three of the speakers alluded to the position of the South as a textile manufacturer. Mr. M. F. Foster of Milford, N. H., who was engaged in cotton manufacturing in the South as early as 1858, reviewed his observations there, dwelling largely upon the question of labor supply. On this point he said:

It will probably be many years before the same adverse legislation will be inaugurated South that is being forced upon the manufacturers in New England, as there are other and more diversified interests that will absorb and divert their attention from the mill operative. The small farmers in the South are removing to the manufacturing places, where they can better support their families. They go to the cotton mills to stay. The necessities of life for the Southern mill operative are less than for the New England mill operative; cheaper rent, fuel and provisions enter largely into the matter of living, together with the fact that the Southern mill operative seldom provides for the future. His present wants are first and foremost. The scale of wages will be regulated much upon the basis of the operative's wants and the supply. The South has a climate well adapted to cotton manufacturing, where nine months in the year work is conducted without artificial heat and with open doors and windows. The Southern manufacturer has his cotton laid down at the factory, with no short weight from cotton pilferers or from any other shrinking process so familiar to those who handle the cotton crop. The increasing railroad facilities of transit to the great markets of the United States and foreign ports give the South low rates for freight, and places the Southern manufacturer as a competitor with any other manufacturer in the United States.

Mr. Foster expects the South to become a sharp competitor with New England in the manufacture of the finer grades of yarns, as it has already become in the manufacture of coarser grades, for, as he said:

The foreign manager was only tolerated because he seemed indispensable to the success of the business, and a change of men was often promptly made when some native-born man came along who had sufficient knowledge of the business to fill the bill. The bobbin boy of thirty years ago has become the overseer and superintendent, and in many instances is filling these positions in a satisfactory manner. The South has the material in men and brains and force to conduct every branch of cotton manufacturing from the common operative up to the president, and the New England man need not suppose that his services are required as a necessity to operate a Southern cotton mill.

The president of the association, Mr. D. M. Thompson, in his annual address said:

There is one question which I will invite you to consider at your convenience. It is the question of Northern and Southern interests engaged in the manufacture of cotton products. What are their present relative conditions? To what extent is the Southern a menacing factor to Northern interests? If such difference exists as by some supposed, then is there a remedy which can be applied without injury or prejudice to either which shall establish an equilibrium?

We have a large representation in our association of members who represent Southern interests. I have the pleasure of considerable acquaintance among them and, I trust, their confidence to such extent as to relieve me from any feeling, on their part, that I am presenting a question in a spirit of rivalry, or which shall, by any means, induce that spirit. On the contrary, I believe it is of the highest interest to both sections that this question shall receive calm and deliberate consideration, to the end that a true knowledge of the condition may be secured in the interest of all concerned.

During the period of recent depression it became a question of grave concern to Northern manufacturers. Southern mills were selling their products at prices which the Northern mills could not meet without loss. This experience naturally produced a very depressing effect, which has lingered even since the change of commercial conditions. It is a matter of general knowledge that preparations and work are now in hand which will add, during another year, nearly 2,000,000 spindles to Southern production, while, in the North, but little is being done other than in the increase of product which will result from renewals of machinery. There is a fear on the part of some persons that the present policy of non-extension may be continued for an indefinite time. If the present movements upon both sides are long continued, then both the conditions and results are for a time as effective as if the claims of many Southern interests, as to ultimate control, were really true. This judgment is, I believe, in error.

Mr. Thompson expressed himself as not thinking very much of the natural advantages possessed by the Southern over Northern mills as a menacing or as a seriously disturbing factor, and said:

The conditions I have at first indicated as likely to obtain in the near future are such as will justify a very much larger increase in the number of spindles and production than is generally believed. It is for the interests of all sections that the distribution of this growth shall be made upon just and equitable lines. This will give to the South the coarse goods and low-grade fabrics of medium counts and the fine yarns and fabrics. I think this indicates a reasonable condition and an equitable division.

Mr. Thompson ought to know that such a suggestion is not practicable. The question of the future of the textile industry in this country is not one of sectional rivalry. It is one of manufacturing goods most economically and placing them in the best markets. It is no more possible to persuade mills in the South to confine themselves to certain grades of goods, if they can make others with equal facility, than it is to persuade New England mills to join with Southern mills to prevent a foisting upon the South of the labor troubles which have hampered the New England industry for many years. Such co-operation as that suggested by Mr. Thompson is too philanthropic to appeal to practical business men who recognize its type of long standing. But a suggestion of practical co-operation appears in the paper by Mr. William Whittam, Jr., of Woonsocket, R. I., where he said:

The rapidly-increasing productive capacity of our Southern neighbors, and the evident trend of many of their mills to turn their attention to the finer grades of fabrics, will certainly at no distant date force our manufacturing corporations to seriously take up this matter if a healthy condition of trade is to be maintained. It has been computed that the South will add 2,000,000 to the number of spindles now in operation during the current year, and should this rate of increase be maintained for another year or two the result cannot but be most prejudicial to the industry throughout the country, if our own people only are to be relied upon as extensively as has been done in the past to consume practically the whole output.

Mr. Whittam offered as an outlet for American production the cultivation of trade for cotton fabrics with the Latin Americas. For several months Southern cotton-mill men have been leading in the movement designed especially to extend the market for American cottons. The movement has concerned itself even more with the distant East rather than the nearer Southern Americas, but is feasible, and ought to be encouraged. Let the New England manufacturers unite with the Southerners in pushing the movement to success, and they may dismiss from their minds apprehension about their future and safely cease from contemplation of impractical plans for a division by an imaginary line of the classes of goods

to be manufactured in different parts of the country.

### The South and the Nicaragua Canal.

One of the most notable speeches before the recent Trans-Mississippi Commercial Congress at Texas was by Prof. Sylvester Waterhouse of Washington University, St. Louis, on America's trade with the Orient. He pointed out that as European nations are active competitors of the United States for the trade of the world in manufactures, it is idle for the United States to expect to sell in European markets all the surplus of their manufactures. Therefore, he contended, this country should look to Japan, China, the Philippines, the Malay Peninsula, Sumatra, Java, Borneo, the Celebes, New Guinea, Australia, Tasmania, New Zealand and the islands of the adjacent waters, which have a population of 400,000,000 and an annual commerce of \$750,000,000. He dwelt particularly upon the opportunities developing in China with the extension of systems of railroads and telegraph lines, and the Philippines, rich in possibilities of commercial exchange, with cotton as one of the mediums, and said:

The manufacture of cotton goods in our Southern States has already developed into a vast industry. Within the last five years the mills of the South have enlarged their textile capacity by 2,500,000 spindles, and the profits of manufacture are encouraging the erection of many new factories. The fertile soil, which produces an abundance of the best fiber; a genial climate, which greatly reduces the heavy expense of heating that mills in colder latitudes incur; the cheap labor, which is sufficiently skillful for the manufacture of the coarse and possibly of the finer grades of cotton cloths, and the nearness of factory to field, which saves the cost of distant transportation, are a combination of advantages and facilities that must ultimately give the South a control of the cotton manufactures of the world. If we can manage to secure only a proportionate share of the trade with China, its patronage will absorb immense quantities of our textile products.

He showed, too, that there is an increasing demand in China and Japan for lumber and maize and for improved machinery, and concluded with an earnest plea for the immediate construction of an isthmian canal. On this point he said:

Of all the agencies for the extension of our Oriental traffic, the Nicaragua canal is the most important. The arguments in its favor are supremely conclusive. Assured of its utility as a means of national defense and commercial expansion, the American people are impatient of congressional delays. In view of the fact that the total wealth of the United States is now more than \$67,000,000,000, the hesitancy of Congress to incur a debt of \$150,000,000 for a work that will immensely increase our national resources is simply preposterous. The reluctance of congressmen to vote for large appropriations is probably caused by a fear that their action will not be sustained by their constituents, but if the whole American people demand the immediate construction of the Nicaragua canal doubtless their representatives at Washington will be glad to comply with their wish. One of the United States canal commissioners lately said that this shipway would annually save in time, freights, wages, fuel and insurance a sum larger than its original cost. Interests of transcendent importance urge our Southern States to insist upon an early completion of this waterway. This channel opened, the exportation to the Orient of cotton fiber and cloth would soon develop to enormous proportions. Every consideration of intelligent self-interest prompts the South to hasten the construction of this great work. For the naval protection of our shores, for facilitating the traffic of the Pacific coast with our Eastern States and Europe, for the development and control of Oriental trade the Nicaragua canal will be an efficient and invaluable factor. As every section of our country will share its benefits, all of the States should unitedly demand the speedy completion of this interoceanic shipway.

It is only necessary for the South to



consider its growing trade with China in cotton goods and the advantages for that trade in the construction of the canal to realize the importance of such a waterway. But the canal will mean much more to the South than a direct route for its cotton manufactures to a rapidly-growing market. It will mean an increase in the business of Southern ports, particularly those on the Gulf, not only because of their convenient position for trade of the country through the canal with the distant East, the South Sea and Pacific South America, but because of the direct and indirect benefits to flow from their nearness to what will be the great highway of world commerce, the Gulf and the Caribbean sea. Strength added to the ports will mean steadier and heavier interior trade and greater volume and variety in Southern manufactures, making the South the consumer of the bulk of its raw material and to a great extent the arbiter of the world's trade in products of that material.

#### ANDREW CARNEGIE'S GENIUS.

##### His Part in America's Industrial Pre-eminence.

Happily the disagreements between Mr. Frick and the Carnegie Steel Co., which were described in an article in the Review of Reviews last month, have come to an end without the litigation which, if protracted, might have disturbed the magnificent economy of production due to Mr. Carnegie's genius. A giant corporation has been formed under the laws of the State of New Jersey, the laws of Pennsylvania not permitting such an organization, to include the score or more properties in which Mr. Carnegie is interested. The separate properties retain their Pennsylvania charters; the Carnegie Steel Co. itself changing in Pennsylvania from a firm to a corporation, and the whole are combined under the New Jersey charter, with a capital of \$160,000,000. Mr. Carnegie owns a majority of the stock of the new corporation; Mr. Frick is a stockholder to the extent of \$16,000,000, and the remainder of the stock is divided among the partners in the separate properties, none of it being offered to the public.

Mr. James B. Dill, the lawyer in charge of the vastly complicated details of this reorganization, has drawn up a charter which gives the Carnegie Company the right to engage in such a number of industries as would seem to completely cover every operation connected with the making of steel and steel manufactures, from the original extraction of the raw materials from the earth to the marketing of the finished product. This altogether fortunate settlement of the questions at issue in the Carnegie Steel Co. will doubtless insure the continued attention of both Mr. Carnegie and Mr. Frick in greater or less degree to the business of producing the best steel at the smallest cost by means of an extraordinary division of labor. The vast fortune accumulated by Mr. Carnegie and the wealth and industrial power also secured by his partners and associates are simply the result of great courage and foresight in the use of legitimate business opportunities such as were equally available to other business men.

Americans have no more reason to find fault with Mr. Carnegie for having been exceptionally successful than has the business community of Prussia for looking with hostile eyes at the stupendous success achieved by the Krupp firm through a like talent for the organization of industry on a large scale. It is due to the success of Mr. Carnegie and a few other

great captains of industry in this country that America has at length reached pre-eminence in the iron and steel business, and a great part of the present wave of prosperity that the whole country feels grows out of the fact that our ironmasters can now compete successfully in all markets at a time when Asia and Africa are entering upon great schemes of railroad construction, bridge-building and other engineering operations that require wholesale supplies of manufactured steel.—American Monthly Review of Reviews.

#### BIRMINGHAM NOT FLURRIED.

##### The Iron Market There Kept Well in Hand.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., May 1.

The last letter reported an improving demand, with good sales to both the domestic and the foreign trade on the basis of \$17.50 for No. 2 foundry. Suddenly and unexpectedly came the announcement by the American Wire & Steel Co. of the large price reduction in its product. Coming at a time when the trade was emerging from an inactive condition into one of activity, with favorable prospects for a continuance, it created much comment and surprise. But no demoralization followed, as the market was well in hand. But there was some recession in prices, and the market settled to \$17 for No. 2 foundry, with some sales said to have been made at \$16.50. But a good export demand set in, and over 30,000 tons went to that trade. The domestic trade, too, quickly responded, and there is nothing in the situation now that indicates any but a fair steady market.

The Alabama Steel & Wire Co. had just commenced turning out its product, and, considering the drop in prices as aimed at it, set to work at once to promptly meet the situation by fixing prices on the basis of competition. In the territory which, from its location, would naturally belong to it, notice was given to the trade that the figures made elsewhere would be duplicated by it. This announcement was favorably received and induced such orders that it soon had more than it could comfortably care for, and the demand keeps up.

Negotiations have in some cases been closed and in others are in progress for the location of important industries. One large lumber business and planing mill has been located. A plow factory with a capital of \$100,000 has found a home near the site of the Birmingham Rolling Mills. Atlanta parties are back of this enterprise. There is another plant of the same kind, said to be capitalized at \$300,000, examining sites with the view of locating here. The probability is that North Birmingham will secure this addition. Others are mentioned. The deplorable accident at the Dimmick Pipe Works, by which the roof of the main foundry building, which is over 400 feet long and 100 feet wide, collapsed, will delay the completion of the works for several weeks. The money loss is fully covered by accident insurance policies.

The Republic Iron & Steel Co. has placed an order for 2,000,000 brick at Bessemer in preparation for the erection of 400 coke ovens at Thomas. Everything being done by that company indicates a purpose to live as far as possible within itself, and to produce all the material necessary for iron production. Owing to bad health, Mr. Sol. Haas, president of the Sloss Iron & Steel Co., has been granted a leave of absence for three months, and his duties are assumed by the general manager, Mr. T. H. Aldrich.

All along the line the evidence of improvement is apparent, and new enterprises are being suggested and considered.

The bad weather has materially interfered with mining operations and the furnace output of product, as the reports will show. But affairs are improving now, and with good weather the situation will get better. J. M. K.

#### MARKET VIEWED BY PRODUCERS

##### Special Dispatches from Leading Iron-Makers in Alabama.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., May 1.

For some reason the recent episode did not create as much of a sensation in this district as it appears to have done in other sections of the country; why, I am not able to state, unless it was that at the particular time some heavy transactions were being made for export at prices on a parity with the American market. It may be that the furnacemen of this district, being interested at the time in these foreign negotiations, were less concerned than they would have otherwise been. We ourselves made some important sales for export, and at the same time were advised of other transactions which amounted in the aggregate, as it has been published, to about 75,000 tons—rather a large amount to have been booked in one week for export. Since then I have been advised of another transaction by one of the companies in this district of 25,000 tons, and hear of other negotiations pending for large quantities deliverable into next year. We have not found it necessary to change our quotations, and are taking about the usual daily tonnage of orders as formerly.

There have been no important transactions in this district, so far as I have been informed, for the American market or domestic consumption, but the character of the business has been from a carload to a few hundred tons. It looks to me as if for one cause or another buyers have delayed purchasing as long as possible in the expectation of some decline. How much longer they will delay will depend, I suppose, upon their wants. If, upon expiration of existing contracts, they should find it necessary to buy, the probabilities are that a multitude of them may come into the market and at the same time, in which event the effect on prices would be favorable to the seller.

My information is that all the companies in this district have a large tonnage booked, and that there are no requests to suspend shipments, but urgent requests are frequent for shipment on delayed or overdue orders. The consumption is undoubtedly keeping up to a high point, and is fully up to expectations. I hear of nothing that seems to have been overdone except the nail business. I think, therefore, conditions justify the expectation of a continuance of business at about the level of prices that have been existing for some months, certainly during the balance of the year. My advices from the other side today are that Scotch warrants advanced today twenty-two cents per ton, notwithstanding the heavy tonnage recently booked here for export.

N. BAXTER, JR.,

President Tennessee Coal,  
Iron & Railroad Co.

#### Situation Very Comfortable.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., May 1.

While the market is quiet, prices are firm in spite of the determination on the part of buyers to withhold all purchases possible. Our sales for the month of April cover two months' make, and this, added to previous sales, makes the situation very comfortable. While we believe that some concessions have been made by small producers, they cannot break the market, and sales for 1900 will, we be-

lieve, average within one dollar per ton of the highest prices reached. It is our opinion that before many moons the buyers who are now withholding will be glad to purchase at today's prices.

J. W. MCQUEEN,

Secretary-Treasurer  
Sloss-Sheffield Iron & Steel Co.

#### No Shading of Quotations.

[Special Dispatch to Manufacturers' Record.] Birmingham, Ala., May 1.

There is no disposition whatever, so far as can be ascertained, to shade quotations on iron from present prices. The exceptionally bad weather conditions have greatly curtailed production, many furnaces having to be banked on account of inability to obtain raw material. Indications are that stock on hand has been materially lowered during the past month. While the situation as to sales has been quiet, no uneasiness whatever is felt that there will be a necessity for shading prices. Such sales as have been made have been at prevailing prices.

F. M. JACKSON,

Alabama Coal & Iron Co.

#### EXPANDED DEMAND PROMISED.

##### The Iron Situation Is Statistically Strong.

[Special Dispatch to Manufacturers' Record.] Cincinnati, Ohio, May 1.

It is not publicly known how much usufruct certain magnates in the iron and steel trade "scooped" in Wall street through their recent nefarious machinations, but it must be confessed that their "bearish" statements had a serious effect upon the metal industries of the country. The general public were unacquainted with the schemers and speculators, and naturally accredited them with extraordinary business sagacity and sense in keeping with their lofty official positions.

Opportunity has been given to inquire and consider the statistical situation which results in the trade ascertaining the facts that steel producers were "boomed" during the excitement of mid-winter to abnormal figures. The very recent deep cut in prices of finished steel products brings the general schedule of prices back to a parity with Bessemer and basic pig-iron, which have not been at any time extravagant. All pig-iron has been affected sympathetically by the pronounced reduction of prices on nails, wire, etc., but the tide is turning, the storm is past, the winds have ceased, and there is a calm. Statistically the situation today is a strong one. Domestic consumption is above the normal. Foreign markets and demands for iron justify larger exportations. Everything legitimate gives promise of expanded demand, and prospects are favorable for a rapid recuperation and a much stronger market in the immediate future.

ROGERS, BROWN & Co.

#### Gauged by Southern Pig.

[Special Dispatch to Manufacturers' Record.] Cincinnati, Ohio, May 1.

In spite of heavy reductions by the trusts in the prices of finished steel products and the consequent hammering of the general market, pig-iron has not been materially affected. If there had been any soft spots in the market, the events of the past week would have shown them. The fact that Southern pig-iron has only gone off twenty-five cents is the best evidence of the actual and statistical strength of the market. The domestic demand at present is for small lots for quick shipment. But the demand from abroad is wonderful. Last week there were sales of Alabama iron for export of 50,000 tons. The Tennessee Company is now considering an offer on 100,000 tons for delivery

into next year from a Scotch firm. It looks as if the foreigners would buy the iron which Americans later on will badly need.

MATTHEW ADDY & Co.

### Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]  
Philadelphia, Pa., May 3.

Leading iron and steel representatives said today that the trade was quieting down, and that a better feeling prevails. Since last Thursday there have been evidences of a larger early summer demand, the chief reasons for hesitancy being uncertainty as to course of prices, uncertainty as to increase of output and uncertainty as to volume of demand that may be presented. It takes very little uncertainty to scare off buyers. There is always less business done on a declining than a rising market. An immense amount of stuff is under contract.

Pig-iron quotations may be given at \$23 for No. 1 X foundry; No. 2 X, \$22; gray forge, \$20, but other prices have been made. No 2 plain was offered today at \$19.50. The report of inquiries for 60,000 tons Alabama iron for foreign delivery is no surprise. Our information is that European markets will soon be big takers. Bessemer is firm and unchanged.

Steel billets are quiet at \$34 until people can make up their minds that there will be no drop. Private information today is against a drop at present.

Merchant bar is selling better at 1.80 to 1.90, but some large orders at higher prices have to be filled. The car builders have offered 1.70, and some of these offers are likely to be accepted.

The nail trade is unsettled by rumors of another decline, but it is improbable that the American Steel & Wire Co. will make any further change. The trade will watch the impending criminal prosecution of John W. Gates, but no one believes that anything can be done. The first of May brought its quota of strikes. Some 3000 workers are out. They will make their points and go back.

Pipe inquiries are in, and a 10 per cent. drop is just announced.

The sheet combination is credited with a purpose to announce a slight decline from 2.60 for 10-14.

Plate-mill work is slow coming in, because of the refusal of manufacturers to let prices drop enough; tank plate 1.90 nominally.

There is no change in shapes. The Phoenix Company has secured the order for the 27,000-ton order for the Quebec bridge. Engineers say there will be a heavy demand for structural material all summer.

Steel rails are without change at \$35. Old iron and steel rails sell when offered, but there is less urgency. The same is true of scrap, most of which has weakened from fancy quotations to something near fair and reasonable prices.

### The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., May 3.

In its weekly review the Iron Age says: "A notable event of the past week was the capture by the Phoenix Bridge Co. of the contract for the great bridge over the St. Lawrence river, Canada, which will require 27,000 tons of steel. This is one of the largest bridge contracts ever placed. Proposals are now being invited on the approaches to the new East river bridge, New York, which will take about 18,000 tons of steel. The bids will be opened on the 31st inst. In connection with these important matters the fact may be noted that heavy quantities of pig-iron for export are under negotiation.

It is asserted that possibly 100,000 tons may shortly be covered for foreign shipment as a result of the negotiations now under way. Sales of finished products have also been made for export to a considerable extent during the week. Prices are now approaching a level which is offering opportunities for the renewal of export business on dimensions which make the movement appear considerable.

"The situation of the domestic market generally is a little less favorable than last week. Prices are yielding under the strain of the recent unfavorable developments, and a lower range of values seems to be assured. Our reports from various trade centers show that reductions have been made in various rolled products. Rails, structural shapes and sheets are notable exceptions. The reductions made have not been large, but serve to show the tendency now existing. Buyers are disposed to hold off, not being inclined to make purchases of any considerable quantities so long as they believe that by waiting they may be able to do a little better for themselves. How long they may be inclined to wait is a question that everyone would like to be able to solve, but at present it would seem that the country must work off stocks of manufactured goods and get down to almost bare shelves before a general buying movement sets in. Meanwhile every effort is being made by large manufacturers to keep the situation steady and prevent demoralization. It is rather remarkable, considering the circumstances, that manufacturers are preserving their equanimity.

"The epidemic of strikes now prevalent throughout the country is not calculated to be reassuring, and this situation must certainly clear up before much improvement can be expected. The disposition of workmen to strike appears to be a necessary accompaniment of the period of high prices and excessive demand for labor through which we have recently been passing. Possibly the quietness in the iron trade and the closing of a considerable number of iron establishments, throwing many men out of employment, may tend to sober the judgment of the labor leaders who are responsible for these disturbances.

"The report is in circulation, as we go to press, that the promoters of the American Bridge Co. are in session in this city, and that the consolidation of the leading bridge companies of the country is likely to be accomplished this week."

The Southern Trade Journal of New Orleans, steadily progressing under the editorship of Mr. Sidney Story, devotes its April issue largely to Lake Charles, La., on the principle of giving special attention at intervals to the progressive communities of its portion of the South. The edition dwells upon the homes, the schools and various industries of Lake Charles, but, in addition, publishes a number of carefully-prepared articles on the Wholesale Grocers' Association of New Orleans, the Trans-Mississippi Commercial Congress, the Louisiana State Fair, the opening of Southwest Pass, Louisiana farm lands and the industrial outlook for Gulf cities, illustrative of the wide range of territory and topics discussed by the publication of its deep interest in all that pertains to Louisiana's development.

The Rome (Ga.) Tribune announces that the Southern Co-operative Foundry, which was organized two years ago as a co-operative concern and capitalized at \$20,000, has declared a dividend of \$37.25 a share. The value of a share is \$100. Only 10 per cent. of the stock was called for when the concern was organized, and a large part of the stock was paid in labor.

### THE GROWTH OF NEWPORT NEWS

#### An Analysis of the Causes of the Development of the Virginia Industrial Center.

[Staff Corres. Manufacturers' Record.]

Newport News, Va., April 30.

Newport News was incorporated as a city in January, 1896. At that time its population, as estimated by assessors and other city officials, was 8000. At present the same authorities estimate its population at 28,000. The assessed valuation of its real estate at the time of the incorporation was \$4,500,000, and of the personal property of the residents, \$400,000. Today the valuation of the real and personal property, as calculated by the assessors, is \$13,000,000, although considered to be but 60 per cent. of the full value. In 1896 the number of its business enterprises was 175. The last report of the commissioner of revenue shows 303, and it is believed that this year licenses have been granted to fully 350 different firms.

The following table shows the rate at which Newport News is increasing in population, in property valuation as assessed, in business enterprises and in new buildings:

1896-1900.	Increase.	Per cent. of inc.
Population.....	20,000	250
Real estate.....	\$7,500,000	167
Business enterprises.....	175	100
New buildings.....	1,350	...

The story of Newport News would read like a romance, but it is based on plain facts, and the statistics given above are from the most conservative estimates. From time to time the Manufacturers' Record has referred to the remarkable progress which has been made by this community, yet its development is only a portion of that which is taking place on the peninsula, which is bounded on the south by Hampton Roads. Years ago the prophecy was made that this shore would at some future time be the site of one of the greatest cities in the world. Apparently the prophecy is to be fulfilled, for year by year finds not only Newport News, but the adjacent towns of Hampton and Phoebus spreading out, the development following the shore line. The electric railway connecting the towns mentioned, although built but a few years ago, has proved an important factor, as is evidenced by the buildings which are being erected along its route. Lands along the four or five miles of the road, which still runs through "open country," are being rapidly taken up by companies and individuals who have studied the conditions and are taking advantage of the opportunities offered either for speculation or permanent investment—largely the latter. On both sides of the railroad line the work is going on. Skirting the shore of the harbor a number of summer residences have been erected with beautiful grounds, some of the dwellings ranging as high as \$10,000 in cost. But these, as well as the residence property fronting on the James river in Newport News, must slowly but surely give way to the demands of commerce, and those in touch with the progress which is being made assert that the unusual facilities which the estuary of the James river and this shore of Hampton Roads affords for wharves, elevators and the other features of a great seaport will all be utilized within a few years.

One argument advanced in favor of the theory—and a very practical argument it is—is the great improvement being completed by the Chesapeake & Ohio Railway Co. In round numbers, this corporation has expended fully \$2,000,000 in the erection of the additional elevator, the extensive coal chutes, warehouses and piers. When its terminals were partly destroyed by fire a few years ago the

company planned not only the restoration of the burned property, but decided to practically double its facilities for coast-wise and foreign business. Today it has no less than sixty miles of railroad track within its yard limits in Newport News and suburbs—one of the most extensive yard systems in the world. On these tracks frequently 2000 loaded freight cars are reported by the yard officials in one day. With the increased water front available for the docking of vessels double the number of steamships and sailing craft can be accommodated, and the necessity for more accommodation is shown by the large fleet of vessels constantly at anchor awaiting their turn to discharge and load cargo. To show how conservative has been the estimate of assessable property, it may be stated that the city only taxes the Chesapeake & Ohio to the amount of \$420,000 on its buildings and track.

Another argument advanced in favor of the greater seaport are the improvements made by the Newport News Shipbuilding & Dry-Dock Co. It is hardly necessary to refer in detail to the growth of this corporation, as it is familiar to readers of this article, but briefly it may be stated that during the period under consideration the company has been compelled to treble its force of employees, the pay-rolls today showing that about 5800 men are regularly employed. Owing to the demand for repair work principally, it has been compelled to begin the construction of a dry-dock 800 feet in length, one of the most extensive in the world, in addition to the dock which it now has, capable of berthing steamships over 500 feet in length. It has been compelled to increase its mechanical equipment, to build additions to several of its shops, and in all probability will be connected with a great plant for manufacturing steel armor-plate in the near future. The municipal authorities believe in encouraging industries, and the liberal policy pursued toward the Chesapeake & Ohio Railroad Co. has been followed in the case of the ship-building company, with the result that it is assessed at \$650,000, about 5 per cent. of its actual value.

But it is questionable if anyone complains of the action of the city authorities, as these two corporations constitute the main support of the city. It is a wonderful demonstration of what industry and commerce will do in the upbuilding of a community. Yet Newport News has many advantages for the location of a cluster of manufacturing enterprises, which, under proper management and backed by sufficient capital, should become as prosperous as those already referred to. If two interests support nearly 30,000 people, what part would five or six others, including a cotton mill, a steel works, a canning factory, a meat-packing establishment and a knitting mill, for example, play in its further development? The raw material for the textile and metal industries, the oysters, fruit and vegetables for the canning plant and the livestock for the packing plant can be delivered here about as cheaply as at any point in the country. Both coal and wood for fuel can be secured at a minimum cost. The companies would have the choice of rail and water transportation for their products, and the choice of the same routes for the delivery of the building material. They would be near enough the large cities to secure an abundance of skilled labor, the climate offers special advantages, and the policy of the city is to deal in a most liberal manner with large or small industries.

Already it might be stated that the possibility of a cotton mill is not far distant; in fact, it is reported on good authority



that persons interested in such a venture have been negotiating with the Old Dominion Land Co., with the result that a site is now being cleared for a plant, although officials of the company will not confirm this statement.

Limited on two sides by water, the city is compelled to grow north and east. Within three years what is termed North Newport News and East Newport News, each containing its hundreds of dwellings, have sprung into existence. Where before were lots of pasture land and a few cultivated fields are streets with rows of dwellings ranging in size from four and six-room cottages to pretentious residences of three times the size. Brick and wood have both been used, with the result that a pleasing diversity of architecture has been attained. Although the extent of building operations has been very great, it has been justified by the demand for houses. Until the construction of houses began in the two sections of the city referred to a large number of the ship-yard employees were forced to reside at Hampton, and some came across Hampton Roads daily from Norfolk and Portsmouth, being unable to secure accommodations in the vicinity of their employment. Even at present it is calculated that fully 300 of the skilled employees at this plant are as yet temporary residents, their families living in other cities, waiting until suitable dwellings can be obtained before they move to Newport News.

As a result, the business of the realty promoter and investor has been very brisk, with attendant prosperity in the insurance and other lines of business associated with real estate. In spite of the demand for building material, however, the city is so located that substantial houses can be erected at a surprisingly small cost, and as they are readily rented at substantial prices, thus far real estate has proved very profitable. It is an actual fact that a frame dwelling two stories and a-half high, with gas, hot and cold water, bath and all of the modern conveniences, can be completed at a price ranging from \$1600 to \$2000, according to the ornamental work, porches, etc., which are desired. Such a house would contain from ten to twelve rooms. A neat eight-room dwelling with the same conveniences can also be completed for \$1200, and at 10 or 15 per cent. less when contracts are made for a group of fifteen or twenty. The house costing \$1200 to build will rent readily at \$15 to \$18 per month, according to the location. The house costing from \$2000 to \$2500 will rent at a rate of from \$30 to \$35 per month. The price of lots, of course, depends entirely upon the situation of the property, whether it is near the center of the city or near the street-car lines. Many of the smaller houses have been built upon lots costing \$500, making the total outlay to the owner \$1700. Renting at \$15 a month, he receives an income of nearly 10 per cent. after deducting taxes, which are extremely low, the rate being about \$4 on \$1000. Much of the residence property at Newport News, however, yields a profit to the owner of from 12 to 15 per cent. As an indication of the demand and the chances for steady rental, it may be said that there are less than twenty completed houses which are vacant within the city limits, and most of these are empty because of some defect in construction which the owner has thus far failed to remedy.

A number of people have come to Newport News within the last four years, such as professional men, merchants, insurance and real-estate agents, who found an active and profitable field. This class has required buildings for offices

and stores, with the result that a large amount of money has recently been invested in structures which would be a credit to any community in the country. Some of them represent a single investment of from \$50,000 to \$125,000. They are built of the best material, finished in hardwood, equipped with elevators and all of the latest improvements, and most of them have been rented as soon as completed to desirable tenants. Already quite a number of the wooden store buildings built in the days when Newport News was an ordinary village have been torn down to give way to the more pretentious structures. A sewerage system is now being constructed, and out of a bond issue of \$405,000, which has recently been floated, the principal streets will be provided with modern paving.

So active has been the demand for ordinary dwellings for the laboring classes that little attention, until recently, has been paid to providing for the more prominent residents. It is admitted that the residence section located on the river front near the center of the city must give way to the demands of business and industry. This section has already been encroached upon, and dwelling-houses are being converted into stores, hotels and used for other purposes. The necessity for a portion of the city and suburbs to be devoted to a superior class of dwellings is already felt, and a company has recently been organized to aid in the development of the city in this respect. The Newport News Realty & Investment Co. secured a charter at the last session of the Virginia legislature which is unusually broad in its powers. The company is authorized to transact not only a real-estate and investment business, but to operate transportation lines, engage in banking, and to make any desired improvements to the property which it will control. It is capitalized at \$300,000, and has secured land in the southeastern portion of the city and suburbs between the Newport News, Hampton & Old Point Electric Railway and the shore of Hampton Roads. Here it proposes laying out a model residence suburb with sewers, paved streets and sidewalks, gas and water mains. It will be planned on the order of Ghent, in the principal residence section of Norfolk, West End at Atlanta and Roland Park at Baltimore.

These few facts will give an outline of what has been done and is being done to place Newport News at the front, but it is difficult to predict what its future will be. All who are possessed of the facts regarding the city agree that its prospects seem almost limitless, for, although it is depending at present mainly upon two interests, there is no question but what its unusual advantages must in the near future attract other manufacturers, with a consequent increase in its population, business and other enterprises. The fact that the Pennsylvania Railroad Co. has become so influential in the policy of the Chesapeake & Ohio interests is believed to be a strong argument in favor of the further development of Newport News as a seaport, as it is considered that the company appreciates the fine harbor and the superior terminals which it secures through the Chesapeake & Ohio. It is believed that the export business passing through this city will be increased rather than diminished, and that Newport News will in future be really one of the main tidewater cities of this great corporation.

D. ALLEN WILEY.

It is reported at Newport News, Va., that a contract has been made for the movement through that port of 600,000 tons of West Virginia coal for the Russian government.

## ELECTRICITY FOR FLORENCE.

### Plans for Developing Water-Power of Muscle Shoals.

[Special Cor. Manufacturers' Record.]  
Florence, Ala., April 30.

Two years ago a company of New York and Boston capitalists succeeded in obtaining from the Congress of the United States a charter to erect a power plant and dig a canal at the Muscle Shoals, the first one of which is six miles from Florence. The scheme did not develop very rapidly, and finally about two months ago Senator Morgan of this State introduced in the Senate a bill compelling the company to begin work within two years and complete in four, or else give up the charter secured from the government.

The big enterprise has been pushed very quietly in Florence and in Sheffield, and it now develops that the organization of the company has been completed and that it has agreed to commence work on the plant as soon as the industries of the two towns guarantee to use 2500 horse-power annually. Of this amount necessary the local promoters have already secured a guarantee for 2000 horse-power, and there will be no sort of question about securing the remainder.

In the utilizing of this extra amount of power Florence hopes to secure an electric street railway system, and as soon as the representatives of the company come to this city, which they are expected to do daily, the Merchants' Association will take up the matter and push it through if there is any way to do it. Florence is determined to have an electric railway line to connect the business portion of the city proper with East Florence, the manufacturing section.

As for the plans of the company to secure the power by utilizing the waters of the Tennessee river, this much has been made public. They propose to dig a canal two and one-quarter miles long and extending from Lock 9 of the Muscle Shoals canal toward this city, whereby they will secure a fall of thirty feet and have figured out that they will develop something like 30,000 horse-power. The project is an immense one, but it is reported to be the intention of the company to begin the work just as soon as the necessary amount of horse-power is guaranteed. They propose to sell this power at \$1.25 per horse-power. This would make the cost yearly only \$15 per horse-power, whereas the various manufacturing industries in this section are now paying twice this amount for fuel alone. It is easy to figure that with such cheap power the number of industries in Florence would be wonderfully increased. With an income guaranteed of \$37,500, representing a good per cent. on the investment, the company can very easily afford to commence operations. The business men of Florence have long felt the necessity of the electric line between the two sections, but there has never before been offered an opportunity that was so promising of results.

The establishment of the \$600,000 power plant will mean much for Florence as a city. With the plant will come electric lights, electric cars and many industries.

The Tennessee Valley Fertilizer Co. has just closed its year's business, having manufactured something over 2000 tons of fertilizer, as against 700 tons the year previous, which was the second year in its life. The capacity of the plant will again be largely increased next year and the capital increased from \$20,000 to \$50,000.

The Ashcraft Cotton Mill machinery is being placed in position, and everything will be in readiness for operation by the

first day of July. The factory is owned entirely by local people, \$50,000 being the capital stock.

The Alabama Stave Co., capital \$80,000, has been consolidated with the Columbia Stave Co., which owns a branch establishment here, and the interests will hereafter be presided over by J. A. McGregor, president of the Alabama Stave Co. T. E. Dixon, the local representative of the Columbia Company, will go to London, England, where he will have his headquarters. His company does a large foreign trade.

## Kentucky's Natural Wealth.

[Special Cor. Manufacturers' Record.]  
Somerset, Ky., April 27.

The development of timber and coal and oil properties in the southern part of Kentucky, and especially in Wayne and Pulaski counties, continues, and, in fact, the development is greater than ever before experienced in this part of the State. The Cogar Creek Coal Co., recently organized at this place with \$25,000 capital stock, is putting in new equipments, and will start operations within a very few days. Indiana timber men are here looking for a location for a tight-barrel factory.

An effort is being made by the citizens of this city and county to have the proposed railroad from Jellico to Bergen extended to connect with the Cincinnati Southern at this place. The route from Somerset to Bergen is one of the richest in hardwood timber and bituminous coal in the United States. It would also pass through what is thought to be one of the best oil fields in Kentucky.

The Royer Wheel Co. of Cincinnati, Ohio, which has had a branch here for several years, has recently purchased additional factory room and buildings, and will about quadruple its capacity at this place.

The Kentucky Oil & Pipe Line Co. is prospecting the Wayne county oil fields. The result of the development has been exceedingly satisfactory. This company is composed of wealthy oil operators of Bradford, Pa., Pittsburg, Pa., and Wells-ville, N. Y.

Twenty-five houses are in process of erection here, labor is in demand and there is not an idle man in the county for the want of work.

The Cincinnati Southern Railroad is making extensive improvements here, and is building additional shops and increasing its yard facilities. The coal properties on the Cincinnati Southern road are working extra time, and Southern railway coal is commanding the highest price in years.

An English syndicate has recently procured options on all of the coal properties between this place and Oakdale.

Nothing has been more remarkable in the history of the West than the entire change in Colorado in a few years from a silver-producing to a gold-producing State. Just a little while ago the gold output of Colorado was \$3,000,000 a year; it is now more than \$30,000,000, the greater part of it coming from Cripple Creek. Francis Lynde, the well-known writer, describes this tremendous industrial development in an article on "Cripple Creek," prepared after a special investigation undertaken for Scribner's Magazine. It is an astounding and dramatic story, and it is fully illustrated by drawings made from photographs.

The State Bankers' Association of Virginia will meet at Richmond on May 17, when Hon. Ellis H. Roberts, treasurer of the United States, will make the annual address.

## FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

### AMERICAN COTTON GOODS.

#### The Necessity for Cultivating the Trade Abroad.

In an address before the National Association of Manufacturers at Boston last week Mr. John C. Eames of the H. B. Claffin Company, discussing foreign trade in American cotton goods, said:

"All countries are looking to the United States, knowing that in the near future this will be their market. I have conversed with representatives from Japan, China, India, South America, Mexico and other countries. These people all feel sure that we are in a position and have facilities for manufacturing cotton goods better than any other country, but with one accord they complain of the lack of interest shown by the people here in the way of catering to foreign markets.

"They seem better acquainted with our manufactured product in general than we Americans are. We grow two-thirds of the cotton in the world, a large portion of which is of a very fine grade. We have the most intelligent labor and employ the largest and best machinery that is known.

"In the past twenty years the mills of this country have extended their scope in variety and grades of manufacture; they have successfully taken up one cloth after another, and have every time brought it to such perfection that this particular cloth has been dropped from the list of our importations. Our endeavors in the past to extend the export trade of this country have been too spasmodic. This is peculiarly the American characteristic, and we could well afford to copy the patient and persistent determination of some of our less favored brethren of the East, whom we regard as barbarians.

"We found ourselves along in the eighties with a large surplus of goods. We commenced to look about for outside markets, and succeeded in building up quite a trade, but as soon as the surplus was exhausted we dropped our newly-made friends and gave our entire attention to home trade. The channels which were thus opened with other countries during this time were allowed to close, and we found ourselves again—from 1896 to 1898—with an immense surplus on hand and production increasing; we were without friends abroad and not in shape to quickly dispose of our goods. You may say statistics will not bear me out in this, but what I mean is that our export trade has not increased in proportion to our production.

"It is hardly a year since the mill treasurers of New England were holding meetings, trying to come to some agreement by which they could reduce their production by closing down one week in the month, or a day in each week, for the purpose of cutting down their accumulated product. Such a condition of things could not possibly have been worse. If the export trade of this country had been built up to the point it should have been there would have been no occasion for such action.

"There is certainly but one solution to the problem of overproduction, and that is in the building up of our export trade. One difficulty that we have had to contend with in the past has been the lack of American banking facilities abroad as compared with other countries, and this is easily explained.

"In the older countries, where a large amount of wealth has accumulated and

investment has to be sought outside, the younger sons of rich families have been sent to the colonies and have there represented their home houses, establishing banking institutions which are really trading houses doing a banking business. They establish credits and complete a perfect chain between the consumer of the goods and the home market. The merchant goes to the banker to make arrangements for the purpose of buying goods abroad. The banker, being either German or English, of course, uses his influence so that the trade goes to the merchant of his own country; and, in fact, in many cases Americans who have tried to build up trade have found it hard to do so for this reason alone.

"But these conditions are fast changing. Capital in the United States has commenced to seek investment abroad. Banks are being established and closer connections made between all the foreign countries and ours. In my correspondence with merchants of China, Japan and India I find that great interest is taken in American goods, and that they read the trade papers and periodicals from this country with great interest, many of them subscribing for them regularly. In regard to our representatives abroad—"Do not send a boy to the mill."

"A great advantage that we have in this country is quick delivery of goods. People who go to Manchester and other European markets to purchase goods expect to give orders and not receive them until from six to ten months later.

"A great deal has been said about Englishmen catering to the wants of the foreign trade in the way of making up goods in small quantities exactly according to the order and desire of the customer. That is certainly not an advantage either to the customer or to the manufacturer. If we can prevail upon foreigners to take such goods as we have in stock or in the loom, relying upon the taste of the people of this country, and try to cultivate the desire for new things instead of using the same patterns and materials for years and years, it will be a step in the right direction."

### German Demand for Coal.

Vice-Consul-General Hanauer of Frankfurt on April 10, 1900, reports that a reputable coal dealer of that city (who supplies one of the largest chemical factories in the vicinity) has just called on him in order to learn the names of standard coal companies in the United States. He says his firm wants—if prices and quality of coal are suitable—a contract for 500,000 tons for the next twelve months. He also states that the production of Germany in this line is short of the demand this year by 4,000,000 tons.

### L. & N. Pensacola Terminals.

The terminals recently constructed by the Louisville & Nashville Railroad Co. at Pensacola, Fla., include machinery for loading and unloading cargoes which give special facilities for rapid work of this kind. The elevator, which has a storage capacity of 500,000 bushels, can receive 100 carloads of grain every ten hours, or an average of ten carloads an hour. It has facilities for loading vessels at the rate of 3000 bushels an hour, and is also equipped with cleaning machines of a capacity of 3000 bushels each. The apparatus for removing dust is operated by air-power, and every precaution has been taken to guard against fire.

The grain is conveyed from the elevator to the vessels by means of conveyor belts running at the rate of 900 feet a minute. The conveyor system is about 2000 feet long, and is connected with twenty-seven spouts, by which the grain is poured into

the holds. The coal docks at Pensacola are of a sufficient length to load a fleet of ocean-going vessels at the same time. The coal is placed aboard by a series of chutes connected with elevated pockets.

### Possible Ship-Yard at Port Arthur.

Mr. W. I. Babcock, president of the Chicago Shipbuilding Co., has recently visited Port Arthur, Texas, with the view of locating a ship-yard at that point. In a letter to the Manufacturers' Record Mr. Babcock writes that no decision has been reached in the matter, and that he cannot express any opinion as yet about the prospects for such a plan.

### The Largest Cargo of Rails.

The steamship Samoa, which has loaded 8600 tons of steel rails at Baltimore for the Trans-Siberian Railroad, carried the largest cargo of rails ever shipped from this country or Europe.

### Jottings at the Ports.

Wallach Bros. of 57 Gracechurch street, London, write to the Manufacturers' Record that they will be glad to be placed in communication with American manufacturers who desire to sell their specialties in Great Britain and the colonies.

The value of exports from Pensacola during March amounted to \$1,251,985, as follows: Cotton, \$531,894; timber and lumber, \$366,019; phosphate, \$57,190; resin, \$58,299; grain and flour, \$34,257; coal, \$24,925; live-stock, \$61,959; cottonseed meal and oil, \$23,675; pig-iron, \$7657, and miscellaneous, \$86,110.

In a letter to the Manufacturers' Record A. J. Dage & Co., manufacturers' agents of Melbourne, Victoria, write: "Ours is a splendid market for American goods, as our people are most American in their ideas. We would be glad to correspond with any manufacturer who would like to test this market for his goods."

The Newport News Press announces that the Kanawha Dispatch has made a contract to carry 19,040,000 pounds of glucose from the Glucose Sugar Refining Works at Chicago to Newport News, whence the glucose will be shipped to European ports. The Kanawha Dispatch has also contracted to carry 15,600,000 pounds of flour from Northwestern mills to Newport News for shipment to London.

It is stated that the destruction of the large amount of white-pine lumber at Ottawa, which is reported as amounting to from 150,000,000 to 200,000,000 feet, together with loss of mill capacity of between 200,000,000 and 250,000,000 feet a year, will have a greater effect upon the white pine and spruce lumber markets than it could have had at any other period within the past ten years. During recent years much timber has been cut, while the demand for lumber has been steadily increasing, more particularly within the last year, owing to the prosperous conditions of business in Canada, the United States and Great Britain. The lumber which has been destroyed had been practically all sold, and contracts have already been made for the full 1900 cuttings of the products of the mills which have been destroyed.

Hon. Martin V. Calvin of Augusta, Ga., who has actively interested himself in the development of Southern agriculture, has reprinted in pamphlet form his careful analysis originally published in the Atlanta Constitution, showing the development of diversified farming in the South during ten years.

George A. Newman and William A. Belknap are interested in the Louisville Title Co., recently formed at Louisville, Ky., with \$250,000 capital stock.

## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### The Southern Railway Abroad.

The recent additions to the Southern Railway system have caused considerable comment in English newspapers. The London Statist, in an article approving the policy of the company relative to the acquisition of the Louisville, Evansville & St. Louis Railway, says:

"By the acquisition of this line the Southern will obtain entry into St. Louis, and will secure a larger share of the export wheat and corn traffic. It will also doubtless obtain an increased portion of the mineral and general traffic between the Southern and the Western States. At the present time the mileage operated is 6416 miles. Beyond this large total the company operates separately 476 miles of road, and when it secures control of the St. Louis line a further addition of 375 miles will be made to its system. It is also interested in 621 miles of road which form important connections. Its total system, including controlled roads, properties operated separately and lines in which the company is interested, will amount to 7888 miles when the St. Louis line is taken into the system. As the Southern States are rapidly developing in agriculture, in manufactures and in mining, the prospects of the company are singularly good."

The London Financial Times practically takes the same ground in an exhaustive article endorsing the policy of extension thus far adopted, in which it refers to the prospects for increased earnings from traffic. The article contains the following comment:

"The system's field of operations in the Eastern States is bounded by that of the Norfolk & Western on the north, and the Savannah, Florida & Western or Plant system on the south. Its principal termini in the west are Mobile and Memphis, and it is connected with Kansas City by the Kansas City, Fort Scott & Memphis Railroad, and with Cincinnati and Louisville by its interests in the Cincinnati, New Orleans & Texas Railroad. The sources from which it derives its revenue are varied, and the different industries served overlap in the districts covered by the system in such a way as would give a fairly capitalized undertaking a great advantage over most of the railway systems of the United States."

### Carolina & Northwestern.

The stockholders of the Carolina & Northwestern Railroad Co. have approved the decision of the board of directors to change it from narrow to standard gauge and to build an extension into Eastern Tennessee. As already stated in the Manufacturers' Record, the change to standard gauge involves the practical reconstruction of about 110 miles of road. According to the statement of W. A. Barber, president of the company, it has been decided to increase the capital stock of the company from \$300,000 to \$2,000,000. Of the new issue, \$1,000,000 is to be preferred and \$1,000,000 common stock. It was resolved to retire the present mortgage bond issue, amounting to \$400,000, and to execute a new mortgage providing for a bond issue of \$12,000 "per mile of standard-gauge track." The new mortgage will be executed to the Trust Company of America of New York, as trustee. It will provide for the issue of \$1,320,000 of 5 per cent. gold bonds, which will be used to retire the outstanding bonds. The surplus remaining from the bond issue, together with the issue of \$12,000 of new



bonds for each additional mile of standard-gauge track and the amounts realized from the preferred and common stock, will be available for extending the road. An engineer corps has already been organized, in charge of J. R. Erwin of Lenoir, N. C., to survey the proposed extension into Eastern Tennessee.

#### New Road in Kentucky.

The Illinois Central system will have an important feeder in Kentucky in a line now being constructed. In a letter to the Manufacturers' Record R. S. Vivian of Chicago, who is promoting the road, writes as follows:

"The line referred to connects with the Illinois Central Railroad at Blackford, and runs east eighteen miles to Dixon, the county-seat of Webster county, through valuable coal lands, and also through lands adapted for tobacco-raising. At the Dixon terminus there is a large forest of valuable timber. All contracts have been let, and rails are now being laid preparatory to putting the line in operation, and traffic arrangements have been made with the Illinois Central Railroad Co."

Mr. Vivian has also made the financial arrangements to build a road in Illinois from East St. Louis to Edwardsville, a distance of twenty-two miles.

#### Navigation on White River.

A series of ten locks are being constructed on the White river between Batesville and Buffalo City, Ark., at a cost of \$1,600,000. The improvement will result in affording navigation between the towns mentioned. Buffalo City is located in the vicinity of extensive zinc deposits, and a correspondent of the Manufacturers' Record writes that a railroad is now being constructed between the town and a number of the principal zinc mines. The river will be utilized to carry the ore from Buffalo City to market. The locks will afford navigation for a distance of about 100 miles, which hitherto could be used by steamboats only during high water. Willard E. Winner of Kansas City is constructing the railroad referred to.

#### Seaboard Air Line Officers.

The Seaboard Air Line Railway Co.'s stockholders at their recent meeting at Petersburg, Va., elected John Skelton Williams, president; J. M. Sherwood, secretary, and John H. Sharp, treasurer, with the following board of directors: S. Davies Warfield, president of the Continental Trust Co., Baltimore; Robert C. Davidson, president Baltimore Trust & Guarantee Co.; John Skelton Williams, James H. Dooley, Richmond, Va.; William A. Marburg, Baltimore; William F. Cochran, New York; J. William Mendenhall, Baltimore, and C. Sidney Shepard, New Haven, Conn.

#### Richmond Union Depot.

Contracts have been awarded for constructing the union depot to be utilized by the Seaboard Air Line and the Chesapeake & Ohio railway companies at Richmond to Messrs. J. E. & A. L. Penneck of Philadelphia, while the Pencoyd Iron Works of Pencoyd, Pa., will furnish the framework for the building proper and train shed. This station, which has already been fully described in the Manufacturers' Record, is to be one of the most elaborate in the country, the train shed alone being over 500 feet in length.

#### Another Alabama Project.

Writing to the Manufacturers' Record relative to the Birmingham, Selma & New Orleans Railway F. M. Abbott of Abbott, Miss., president of the promoting company, states that it is proposed to extend

the line this season a distance of fifty-five miles to a point on the Tombigbee river. The company has made certain propositions to the people of Selma, also Marengo county, and upon the result of these negotiations its plans depend considerably.

#### Texas & Pacific Extensions.

Work is progressing so rapidly upon the extension of the Southern Pacific Railroad in Texas that the section between Dallas and Athens, seventy-six miles, is practically completed. Arrangements have been made, however, for a further extension to Rockland, a distance of 120 miles, which is also to be built as soon as possible. The Dallas and Athens line has been built within a few months.

#### Another Florida Canal.

It is announced that contract for excavating the canal from a point on the upper St. John's river to the Indian river in Florida has been let, and that work is to be commenced within six months. The canal is to be completed within five years. The contractors are J. M. Whitner, C. W. Goodrich, S. O. Chase and A. T. Rosseter.

#### Railroad Notes.

T. R. Thompson has been appointed agent for the Seaboard Air Line, with offices in Atlanta, Ga.

E. H. Barnes has been appointed general superintendent of the Atlantic, Valdosta & Western Railway Co., with offices at Jacksonville, Fla.

According to a dispatch from Columbus, Ga., arrangements are being made to start another steamboat line on the Chattahoochee river. J. W. Hires of Columbus is interested in the plan.

In a letter to the Manufacturers' Record Mr. D. B. Keeler, vice-president of the Fort Worth & Denver City Railway Co., writes that the company is building a number of bridges, and has recently purchased five locomotives, as well as some passenger cars.

Representatives of the Southern Railway Co. recently opened bids for thirty-six locomotives, ten passenger cars, ten baggage and express cars and 2400 freight cars. The contracts will represent about \$1,750,000. The additional rolling stock is required by the Southern in order to carry the passenger and freight traffic now offering.

As an indication of the extent of the fruit and vegetable business in the portion of Louisiana in the vicinity of New Orleans, a special train of thirteen cars was recently sent out, the fruit consigned principally to dealers in Chicago. Eight cars were loaded entirely with strawberries. The cultivation of small fruits in this locality is steadily increasing.

The towns of Glendale and Clifton, S. C., are to be connected with Spartanburg by a railroad line eleven miles in length, which will be completed about August 1. George O. Tenney of Spartanburg, who secured the contract to build the road, writes the Manufacturers' Record that a power station has already been completed and the necessary material secured for the line.

The Delaware & Susquehanna Electric Light & Railway Co. has organized at Elkton, Md., by electing Joseph T. Grove, president; Carlton Kimble, vice-president, and A. B. McVey, secretary and treasurer. This company has secured a charter to build an electric railroad from the Delaware State line to the Susquehanna river. It will be operated by power generated from the river.

The Sherman Oil & Cotton Co. of Sherman, Texas, has increased its capital stock from \$60,000 to \$75,000.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### INDIA'S COTTON CROP.

##### Interesting Facts About This Season's Movement.

Editor Manufacturers' Record:

I have thought many of your readers might be interested in the following extracts from a letter dated March 30, just received from my correspondents in Bombay, who are very prominent cotton merchants:

"The receipts of cotton into Bombay since October 1, exclusive of importations of 'Americans,' 'Egyptians' and 'cotton waste,' compare as follows with the receipts in the previous season:

	Oct. 1, 1899, to Mar. 30, 1900.	Oct. 1, '98, to Mar. 30, '99.
Bales.		
Oomras	245,238	911,103
Hingunghat	6,948	11,226
Dholera	49,146	165,552
Broach	39,982	55,097
Comptas and Dharwar	30,920	30,515
Westerns	2,513	8,366
Bengals	296,153	182,976
Sindh	23,325	2,748
Persian	7,012	131
Other native kinds	2,400	8
Total	702,637	1,367,722

"The importations from Europe, America and Egypt from October 1 to March 30 have been as follows:

" 'Americans' 12,900 bales, against 1414 bales previous season.

" 'Egyptians' 8316 bales, against 1074 bales previous season.

" 'Cotton waste' 17,664 bales, against none the previous season.

"For the year ending 31st August 1,000,000 bales of our own cotton may be received, but this is considered a maximum figure.

"The high prices have brought and will bring in every bale of cotton. The receipts from the Bengal districts are increased beyond expectation by a quantity of old cotton.

"The scanty rainfall last year has largely reduced the receipts from the Oomra and Dholera districts. The Broach crop will also be very small for the same reason."

To make clearer the import of the interesting letter from which the above quotations are taken, I will add that the receipts of cotton at Bombay for previous seasons (ending August 31) were 2,073,000 bales for 1898-99, 1,712,000 for 1897-98, 1,620,000 for 1896-97, 2,148,000 for 1895-96, 1,532,000 for 1894-95, 1,792,000 for 1893-94. The average for the past ten seasons was 1,863,000 bales. My correspondents give 1,000,000 bales as their maximum estimate of the receipts at Bombay for the present season, being 1,073,000 bales less than for last season and \$63,000 less than the average of the last ten seasons, and this notwithstanding the fact that over 100,000 bales of cotton of previous crops was included in the receipts from the Bengal districts. The cotton from Bengal is the most inferior kind grown in India. Its staple is very short (only about one-half inch), and it is trashy and discolored. When the price of cotton is low it is difficult to sell "Bengals," and hence the accumulation of so much old stock to be marketed with the present crop.

The "cotton waste" imported into India this season is the "waste" from the card-

ing-rooms of mills. The fibers are, of course, short and irregular, but the cotton is clean, and can be used in mixing with India cotton. It sells for about 65 per cent. of the value of regular cotton.

The shortage in the India cotton crop is chiefly in the section tributary to Bombay.

ALFRED B. SHEPPERSON.

Cotton Exchange Building,

New York, May 1, 1900.

#### The Square Bale's Disgrace.

Editor Manufacturers' Record:

Mr. J. H. W. Steele, secretary of the Standard Bale Compress Association, composed of the owners of square-bale compresses, in a letter written to the Ginner and Miller of this city, March 10, 1900, makes this admission of the old-style bale's unsuitability:

"You no doubt are aware, as it is generally admitted, that the American cotton bale is now delivered at its final destination in a dirty, uneven, ragged condition, and on account of this condition the cotton consumers have been and are discriminating against American cotton, thereby impelling hardships and losses on the producers and all interested in the cotton business."

The business of Mr. Steele's employers is to collect fifty cents apiece for mashing square bales flat and furthering the work of mutilation begun by the samplers, which does not end until the bales reach the mills in "disgraceful condition," to quote the words used by Mr. Hamilton, another employee of the compress combine, in describing American square bales seen by him on the docks in Liverpool late in January of this year.

When responsible representatives of the square-bale compress combine agree as to the wretched condition in which square-bale cotton arrives at the mills, it is not surprising to read the following in a verbatim report of Judge Lapsley's impassioned plea for the preservation of the compressman's 50-cent fee, poured forth at the Dallas meeting of compress owners last February amid the plaudits of his hearers:

"And also listen to extracts from a letter of one of our largest exporters, quoting a Liverpool correspondent as follows: 'I had the pleasure of meeting Mr. M. B. Hamilton, who, I understand, will travel over Europe in the interest of the standard square-bale reform. He might have saved time and money by staying at home and seeing that all his many promised improvements in the old bale are brought into execution without delay.'"

GINNER.

Dallas, Texas, April 25.

#### The Round Cotton Bale.

[Fiber and Fabric of Boston.]

In response to "N. C. B.'s" inquiry in Fiber and Fabric, I shall endeavor to inform him as to some of the advantages of the roundlap bale, which are many and real. From the standpoint of the cotton-grower, the roundlap bale's chief merit is that its economies enable cotton buyers to pay a premium for cotton so baled sufficient to net the first owner a clear profit of at least a quarter of a cent per pound after paying the baling charge. In the eyes of the cotton handler its chief merit lies in the fact that roundlap bales are highly compressed at the gin plant, from which they may be shipped through to the mills in this country or to the ports abroad without being recompressed, effecting large savings of waste, loss and expense unavoidable in the handling of square cotton. Railroad companies value roundlap bales because they enable their freight cars to be loaded with cotton to full weight capacity, and steamship owners for the reason that from 30 per cent. to

40 per cent. more cotton in roundlap than in compressed square bales can be stowed in a ship's hold without needing to be screwed in. Fire insurance companies cover roundlap at much lower rates than square cotton, for the reason that owing to the exclusion of the air from these bales the risk is materially reduced, and marine insurance companies make lower rates on round bales for the same reason, as well as for the additional reason that roundlap cotton, being completely covered and containing no imprisoned air to facilitate the absorption of moisture, is not subject to "country damage," claims for which on square cotton at the single port of Liverpool aggregate \$500,000 a year. The spinner values roundlap bales because they reach his mill intact and deliver to him clean cotton in the form of a lap which, either from a single bale or from several at once, may be fed directly into the lappers without ever being touched by hand labor. He knows also that roundlap bales may be unloaded from the cars and weighed more easily than square bales, and that at less expense twice as much cotton can be stored in his warehouse in roundlap as in compressed square bales. The supreme merit of the roundlap bale probably is, however, that, by reason of its having been highly compressed at the gin in a self-containing package that dispenses with the need of heavy and expensive covering and iron ties, large economies result, which yield substantial profits to the American Cotton Co., which builds and leases the presses to the ginners who operate them, to the farmers who use them, to the cotton dealers who buy and the spinners who use the bales, to the railroads and steamships engaged in their transportation, and to every other legitimate interest employed in the cotton industry. F. H.

#### Another Mill at Gainesville, Ga.

The amount of \$200,000 has been subscribed for the erection of a cotton factory at Gainesville, Ga., and the company will permanently organize as the Woodside Cotton Mills. Half the capital is furnished by Gainesville investors, and the other half by parties represented by J. T. Woodside of Greenville, S. C. Mr. Woodside first proposed the plant, and will remove to Gainesville to take entire charge of its erection and management. Charter will be applied for at once, and negotiations for the site and machinery are now in progress. The equipment will be 10,000 spindles and 300 looms, which will employ 300 operatives; product to be plain cotton cloth. Messrs. John A. Smith, E. E. Dixon, R. H. Smith, D. D. Davenport, N. C. Poe, Henry Briggs and others are among the Gainesville stockholders. J. T. Woodside will be president and treasurer.

#### A 15,000-Spindle Mill at Williamston.

The Williamston Cotton Mills were reported lately as incorporating at Williamston, S. C., with capital stock of \$200,000. Permanent organization has since been effected, and the officers are G. W. Sullivan, president-treasurer; W. B. Smith Whaley and T. C. Duncan of Columbia, S. C.; James P. Gossett, G. H. Mahon, W. A. McKelvey, C. E. Horton and G. W. Sullivan, directors. Messrs. W. B. Smith Whaley & Co. of Columbia, S. C., are preparing plans and specifications for the buildings, the main one of which is to have space for 15,000 spindles, but only 10,000 spindles will be installed to start with, the initial investment to be about \$200,000. Machinery has been ordered, to be delivered by November next. Both steam and electric power will be used. A site of 135 acres has been purchased,

#### \$100,000 Cotton Mill at Eatonton, Ga.

The Middle Georgia Cotton Mills of Eatonton, Ga., organized last month for the purpose of building a \$100,000 plant. Officers have been elected, thus effecting permanent organization, Benj. W. Hunt being the president; T. G. Greene and W. C. Stevens, vice-presidents, and E. B. Ezell, secretary-treasurer. The directors are Messrs. Hunt, Greene, Stevens, Ezell, T. G. Lawson, M. E. Clark, N. M. Block, E. L. Martin, W. H. Hearn, G. W. Nelson, W. C. Leverett, H. B. Hearn, B. R. Beck and W. T. Garrard. C. R. Makepeace of Providence, R. I., is preparing plans and specifications for the plant. The main building will be 70x200 feet, with 40x50-foot engine-room attached. The equipment will be 5000 spindles and 100 broad looms.

#### The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight during 239 days of the present season was 8,517,043 bales, a decrease under the same period last season of 1,924,733 bales; exports were 5,211,035 bales, a decrease of 1,203,201 bales; takings by Northern spinners 2,101,313 bales, an increase of 56,225; by Southern spinners 1,131,613 bales, an increase of 105,877 bales. Up to date the takings by American spinners have been 1,227,916 more bales than the takings by British spinners, and the takings by Southern mills have been nearly 35 per cent. of the domestic takings.

#### Knoxville's 10,000-Spindle Mill.

The recently-organized Knoxville (Tennessee) Cotton Mills is rapidly awarding all contracts ensuring the establishment of its mill. Contract was let during the week to Messrs. Thomas & Turner and J. F. Scott, Sr., for the erection of the main building, a two-story structure of brick, 100x222 feet, and a one-story warehouse 44x180 feet. The equipment will be 10,000 spindles and complement of steam-power, etc., as was stated recently. The company is permanently organized, its general manager being Lawrence D. Tyson, and its capital of \$200,000 has been subscribed. Orders for the textile machinery will be placed soon.

#### A \$250,000 Mill Company.

Another mill will be built at Macon, Ga. This new enterprise is projected by Messrs. J. W. Cabaniss, Samuel Mayer, N. M. Block, T. J. Carling, E. L. Martin and George L. Snowden, who have just incorporated the Exchange Cotton Manufacturing Co. This company will own and operate the plant, site for which has been selected, and the contracts for buildings and machinery will be awarded soon. The capital stock is authorized at \$250,000.

#### A \$100,000 Additional Mill.

The Efrd Manufacturing Co. of Albe-marle, N. C., will build a \$100,000 addition to its present plant. The addition will consist of another 5000-spindle mill, requiring the expenditure of the amount mentioned. Work on the foundation for the new building commences this week. Other necessary contracts for machinery, etc., will be made soon. The present mill has 5408 spindles.

#### Another \$100,000 Addition.

Another \$100,000 addition to be made in North Carolina is that of the Cabarus Cotton Mills at Concord, N. C. This company has just announced its intention to so enlarge. The new plant will have 4400 spindles and 440 looms, the same

equipment as the present mill. Eight acres of land have been purchased for site, and contracts for the necessary buildings and machinery will be awarded soon.

#### Textile Notes.

Messrs. B. B. Ingram and J. J. Holt of West, Texas, are organizing a \$100,000 cotton-factory company.

The York Cotton Mills of Yorkville, S. C., will add considerable machinery to their present 16,232-spindle mill.

E. M. Lipscomb and associates of Ninety-Six, S. C., are forming a cotton-mill company, and have over \$50,000 subscribed.

The Richmond Hosiery Mills of Chattanooga, Tenn., has added additional machinery, increasing its capacity from 900 to 1000 dozen pairs of hose daily.

The Odell Manufacturing Co. of Concord, N. C., is placing in position new machinery that will enable it to produce a class of goods similar to eiderdown, used for making bath robes, carriage robes, etc.

W. F. Stevenson and associates of Cheraw, S. C., are organizing a \$200,000 company to build a cotton mill, and expect to complete their arrangements soon. Probably New York capitalists will be interested in this enterprise.

The Clegg Manufacturing Co.'s mill at Columbus, Ga., has been purchased by parties who will improve and put new machinery in same and put it in operation. The mill has 116 looms, and to this will be added the complement of spindles, carders, etc., necessary.

The stockholders of the Graniteville (S. C.) Manufacturing Co. held their annual meeting last week. The reports of the officers showed the business of the plant for the past year to have been entirely satisfactory and profitable. No definite figures were made public. On May 3 the company will hold a meeting to consider certain proposed additions. Probably it will be decided to expend \$500,000 for a 25,000-spindle addition.

The Williamsburg (Va.) Knitting Mill Co., reported lately as incorporated, has effected permanent organization and will build plant at once. Mill building will be 40x125 feet in size, with an ell 70x70 feet, and the equipment will be arranged for a general line of knit goods. A 100 steam-power plant will be installed and a boiler and engine for same is now wanted. L. W. Lane, Jr., president, is the acting manager of the enterprise. The capital stock is \$60,000.

The Farmville (Va.) Knitting Mill Co. was reported several months ago as proposed for establishing a plant. Last week the company permanently organized by election of W. G. Venable, president; S. P. Vanderslice, secretary, and W. G. Venable, H. C. Crute, J. F. Walton, A. E. Cralle, S. W. Watkins, W. H. Thackston and T. J. Davis, directors. The capital stock is \$25,000, machinery has been purchased and a plant to employ fifty hands will be built at once.

The Orangeburg (S. C.) Knitting Mills, reported recently incorporated with capital stock of \$10,000, has organized, with B. Hart Moss, president; W. C. Smith, vice-president; J. L. Weeks, secretary-treasurer, and Messrs. Smith, Moss, Weeks, P. M. Smoak and W. M. San, directors. Arrangements will be made for erection of mill at once. The machinery will give a daily capacity of 125 dozen pairs of hosiery, employing twenty operatives in their production.

#### Cottonseed-Oil Notes.

The steamship Wilberforce cleared from Galveston, Texas, last week for Hamburg with 50,950 sacks of cotton-

seed meal among her cargo, and the steamship Mexicano for Vera Cruz with 129,157 gallons of cottonseed oil.

A cotton-oil-mill company has been organized at Louisburg, N. C., with a capital stock of \$20,000, with privilege of increasing it to \$100,000. The mill will have a capacity of twenty tons a day. J. P. Timberlake is president of the company, and W. H. Nicholson, secretary and treasurer.

It is stated that the Fayette Gin & Milling Co. of Fayette, Miss., and the McLane & Harper gin consolidated on the 24th ult. and are about to erect a \$30,000 oil-mill plant with a capacity of forty tons of seed per day. The plant will be built as soon as material and machinery can be gotten. This plant will be known as the Fayette Oil Mill Co.

The stockholders of the Farmers' Oil & Ginnery Co. of Greenville, S. C., met last week and effected a permanent organization. The capital stock of the company is \$15,000, the stockholders nearly all being farmers of Greenville, Anderson and Pickens counties. The capacity of the oil mill will be twenty-five tons of cottonseed per day. The directors elected Mr. J. W. Griffin, president, and Mr. Wade H. Barton, secretary and treasurer.

The movement among the cotton-oil mills of Texas is fairly active, and prices for all cottonseed products continue to show a firmer tone, especially for oil, which is offered freely. Crude oil, loose, is quoted 30 to 31 cents, and prime summer yellow oil 33½ to 34 cents; linters, per pound, 4¼ to 5 cents, all f. o. b. mill interior points in the State. Hulls, baled, are quoted \$5 per ton; cottonseed cake and meal delivered in Galveston, \$22.50 to \$22.75 per ton.

The original issue of \$4,000,000 debenture bonds of the American Cotton Oil Co., made on the 1st day of November, 1890, out of an authorized issue of \$5,000,000, has been reduced by the company to \$3,000,000, which mature on November 1 next. The payment of these bonds will be extended for the further period of fifteen years, with interest at the rate of 4½ per cent. per annum, payable quarterly, the extended bonds to retain all the advantages and conditions of the terms of their original issue.

The first annual meeting of the stockholders of the Nacogdoches Farmers & Merchants' Cotton Oil Co. of Nacogdoches, Texas, was held in that city on the 25th ult. A dividend of 20 per cent. was declared. The company commenced business last fall, and the season has been a very successful one. The amount of seed consumed was 4022 tons, and the average price paid was \$12.65 per ton. The officers of the company are E. A. Blount, president; B. S. Wittermark, treasurer, and Allan Scale, secretary.

The market for cottonseed products at New Orleans is very steady, with a good demand for oil for export. The shipments of oil for the week ending the 26th ult. amounted to 215,000 gallons, 25,000 gallons of which went to the Netherlands and 190,000 gallons to France. There is a good inquiry for cottonseed cake and meal for the foreign market. Receivers' prices are reported as follows: Cottonseed, nominal per ton (2000 pounds) delivered here; cottonseed meal jobbing at depot, \$22 per short ton and \$23.75 per long ton for export f. o. b.; cottonseed oil, 28 cents per gallon for crude loose f. o. b. in tanks here; in barrels, 31½ cents, and 35 cents for refined oil at wholesale and for shipment; oilcake, \$23 per ton f. o. b.; linters—A, 3½ to 4½ cents per pound; B, 2½ to 3 cents; C, 2 to 2¼ cents; hulls delivered at 20 cents per 100 pounds, according to the location of the mills.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## LUMBER MARKET REVIEWS.

## Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., May 2.

The volume of transactions in the local lumber market during the past week has been about an average, and the movement generally is characteristic of this period of the season. Dealers in all avenues of the lumber industry here look forward to a moderate trade demand, with the prospect of steady values, while present indications do not support the theory of a much higher range in prices throughout the general list. The demand from yardmen and box factories is only for immediate wants, while there has been a fair volume of business with out-of-town buyers. The situation in North Carolina pine remains unchanged, with the list of values firm, and supplies at mills seem fully ample for the present demand. There is a better foreign business in North Carolina pine, and the inquiries from continental ports are numerous. There is no change in white pine or cypress, both being in fair demand, with a corresponding steadiness in prices. Of the hardwood market it may be stated that the movement is not as pronounced as for the month of March, but there is still a trade demand for all desirable grades of lumber. Poplar is selling freely, and prices are firm for all desirable stock, with the home and foreign demand fairly active. Wagon shops, furniture factories and other woodworking concerns are in the market for stock, and in some lines of lumber prices are about steady at the close. The foreign export business in hardwoods has assumed moderate proportions, but as trade in Europe is beginning to look up and the demand from consumers improving, shippers here expect more business during May.

## Savannah.

[From our own Correspondent.]  
Savannah, Ga., April 30.

The volume of business for the week under review has been of more than a good average record, while the demand from the usual sources continues uninterrupted. Prices for all desirable lumber continues very steady, both at coastwise ports and interior towns in the State. At all milling sections the output will be slightly curtailed after the 1st of May, and manufacturers are generally cautious in selling for anything except prompt or near future delivery. The market closed on Saturday very steady, with quotations as follows: Minimum yard sizes, \$14 to \$15; car sills, \$16 to \$16.50; difficult sizes, \$16.50 to \$25; ship stock, \$25.50 to \$30; sawn ties, \$12.50 to \$13, and hewn ties, 33 to 36 cents, all f. o. b. vessel Savannah. Reports from nearby Georgia ports are all very encouraging, and indicate an active movement in all lines of the lumber and timber trade. The foreign lumber trade is better, and there is a good inquiry from ports in the United Kingdom and Continent. There is also considerable business being developed with the West Indies. Recent charters indicate a fair business for May, and during the past week the following vessels were taken to load from Georgia ports: Schooner J. E. Du Bignon, 459 tons, Savannah to Philadelphia with lumber at \$5.50; schooner Nimbus, 810 tons, St. Simons to Bath with lumber at \$5.75; schooner Howard D. Peck, 449 tons, Brunswick to Hackensack with lumber at \$5.50 and towage, and schooner Lewis H.

Goward, 1054 tons, Brunswick or Savannah to Philadelphia with crossties at 15 cents, and lumber on deck same rate, charterers paying extra stevedoring.

## Jacksonville.

[From our own Correspondent.]  
Jacksonville, Fla., April 30.

The movement in all the avenues of commerce and industry at this port indicates that a most extended volume of business has been developed so far this year. The city shows a most substantial growth during the past decade, and it is estimated that the census of 1900 will show the population increased to 90 or 100 per cent. The large amounts of capital which have been recently invested here by the Cummers in their magnificent saw-mill plant, and the establishment of naval-store interests, as well as numerous other industries, all conspire to give this port its present prominence. Deeper water from the wharves to the ocean will soon be attained, which will still further give a rapid increase to the commerce of the port. Of the timber industry of this section it may be stated that a wonderful development in all directions is going forward; the choicest timber lands of the State have been secured by Jacksonville capital, making this port the great receiver in the future for all the woods of commerce found in this State. The movement in all lines of lumber during the month of April has been active, and the demand from the usual markets quite pronounced. The shipments of lumber coastwise for the month of April amounts to 13,226,251 feet, while foreign shipments reach 224,034 feet, making a total for the month of 13,450,285 feet. The prospects for May are very encouraging, and all the mills in this section are well supplied with orders. There is a better offering of desirable tonnage, although vessels are still offered sparingly, with rates firm. Among the charters this week are the schooner Harry W. Haynes, 250 tons, Jacksonville to Point-a-Pitre with lumber at \$9.75; schooner Aetna, 333 tons, Jacksonville to Demerara with lumber at \$9.50, 35 M per day, and schooner Addie P. McFadden, 189 tons, Jacksonville to Stamford, Conn., with lumber on private terms.

## Mobile.

[From our own Correspondent.]  
Mobile, Ala., April 30.

The floods, which have caused such enormous loss in timber and lumber in this section, have subsided, railroads are ready to do a through business, and there is a feeling of relief in every avenue of the lumber and timber industry. The conditions around this city continue to improve. The waters of the Pascagoula river are receding at Morrill, the terminus of the Mobile, Jackson & Kansas City Railroad, and trains are running into the Y. Mobile shippers are deeply interested in the situation at Moss Point, as nearly all have logs and timber in that district. The mill and timber industries on the Alabama and Tombigbee rivers have sustained great damage, and under the most favorable conditions it will be at least two weeks before the mills can resume operations, which will materially reduce the output. At this port the scene at the wharves and docks is an animated one. Shippers are busy loading lumber and timber, and during the past week 2,107,644 feet of lumber left this port for Cuba, the United Kingdom and continental ports. The demand from Cuba is increasing, over a million feet going out last week, the total shipments of lumber from Mobile since September 1, 1899, amounting to 105,107,644 feet. The shipments of timber continue, and the market is steady, with hewn timber 16 to 16½ cents per

cubic foot. Hewn oak is quoted 15 to 18 cents per cubic foot, and poplar 12 to 13 cents. There is a good demand for logs—cypress, 7 to 13 cents per cubic foot, poplar \$8 per thousand feet, and oak \$8 to \$12, while pine saw logs are firm at \$7 to \$10 per 1000 feet.

## Beaumont.

[From our own Correspondent.]  
Beaumont, Texas, April 30.

The general tone of the lumber market in this section of the State continues steady, with prices well maintained at the recent advance throughout the list. As to the demand from interior points in the State, an improvement at many points is reported, and yardmen, who have been slow to purchase, are again in the market to replenish stocks. Building operations during the past four weeks have been restricted by heavy rains, but orders are beginning to come in, and a very satisfactory trade is expected during May. Stocks of lumber at all the mills here are larger than for several months past, but the outlook for good buying is favorable, which will soon reduce the supply at mills. Manufacturers are well supplied with sawing orders, and inquiries for sawn stuff are plentiful, while mills have all the orders for timbers from the saw that they want, and the volume of trade during the summer is expected to show considerable expansion. The foreign export business is looking up, and there is a good inquiry from European ports. There is also a good demand from Mexico, South America and Cuba, but the scarcity of tonnage and quarantine regulations, which involve so much loss of time to vessels going south, restrict the export trade to these ports. The Sabine Export Company, the Morgan Lumber Co. and others have made several clearances this month of lumber cargoes for Europe, and have under charter several steamers to load in early May. There are also several vessels about ready to clear for Tampico, Buenos Ayres and other ports.

## Lumber Notes.

George J. Johnson of Grand Rapids, Mich., has sold to Daniel Quirk of Ypsilanti 768,434 acres of Calcasieu pine lands near Lake Charles, La., for the sum of \$45,000.

Hodge Bros. of Hale, Miss., have begun the erection of a saw-mill at De Sota, six miles from Hale, on the Mobile & Ohio road. The mill will be one of the largest in the State.

Work is now progressing favorably on the large lumber plant being constructed in Shady Valley, Tenn., for the Empire Lumber & Mining Co., notwithstanding the scarcity of labor.

Messrs. Carter & Sims of Sparta, Tenn., who recently sold the site of their planer, have purchased the Oakwood lots in Sparta and will begin the erection of their plant at once. They will put in a saw-mill in connection with the planer.

The Bristol Door & Lumber Co. at Bristol, Tenn., has a force of carpenters at work on a number of new buildings, including a large dry-kiln. The capacity of the plant is to be more than doubled. Additional machinery and boilers have been ordered.

The mammoth new yellow-pine saw-mill of the Cow Creek Tram at Call, Texas, is now completed and cut its first line of lumber on the 25th ult. This company, it is said, now owns enough timber to run its mill continuously for twenty years. It employs 200 men.

It is stated that Mr. F. Fandal has sold to the Litcher-Moore Cypress Co., Limited, of Litcher, La., for the sum of \$80,000 his large saw-mill near Gibson City,

La., and 12,000 acres of cypress swamp land in Lafourche, Assumption and Terrebonne parishes, Louisiana.

Buskirk & Wittenberg of Logan county, West Virginia, have closed a contract with Crane & Co. of Cincinnati, Ohio, to take out 30,000,000 feet of timber a year from the Guyandotte valley, in Wyoming county. This is believed to be the biggest timber contract ever let in the State.

Messrs. Frank P. Brady and Harry R. Grimes, members of the firm of Edward Brady & Son of Baltimore Md., have formed a partnership to continue the lumber business of the firm of which the late Edward Brady was a senior member. The name of the firm remains unchanged.

The Northrop Lumber Co. of Wilmington, N. C., has been incorporated, with a capital stock of \$20,000. The incorporators are Samuel Northrop, George Harris and Annie J. Northrop. The company proposes to own and operate saw-mills, planing mills and shingle mills and do a general lumber business.

Manufacturers of spruce in Maine, New Hampshire and New Brunswick have agreed to curtail the output of lumber this season one-half. The statement is made in this connection that more than 50 per cent. of this year's log cut on the three great rivers east, the Penobscot, Kennebec and Androscoggin, was bought by the wood-pulp manufacturers.

The season for fruit-crate shipments has already commenced, and among the largest so far was the shipment last week of twenty solid cars of peach crates from Plant City, Fla., to a firm in Marshallville, Ga. The Warnelle Lumber & Veneer Co. of Plant City was the manufacturer and shipper, and has orders for 150 cars more for Maryland and Georgia fruit concerns.

The recently-organized Carlin Furniture Co. at Chattanooga, Tenn., has just placed an order with Eastern firms for \$9000 worth of machinery for its new factory. Part of the machinery will be set up at the company's mill at Wauhatchie. In the meantime the company will build a large new saw-mill in the center of a large tract of timber which it owns, and which is situated on Walden's Ridge.

Land Commissioner Nall of Jackson, Miss., reports an increasing demand for timber lands throughout the State, and especially in South Mississippi. During the past six weeks the commissioner has paid into the State treasury over \$22,000 on account of land sales. Most of these sales were made in the pine timber section, and the remainder in the Delta timber country of Northwest Mississippi.

At a meeting of the Industrial Lumber Co. of Beaumont, Texas, held in that city last week, the capital stock of the company was increased from \$100,000 to \$200,000. The affairs of the company were discussed, and it was found that the company was in a most prosperous condition. The additional stock added to the capital was all disposed of before the meeting was called, and the money paid in. This company enjoys a most extensive lumber trade with Mexico and the West Indies.

It is stated that Norfolk capitalists are about to make that city an important center for the receipt and distribution of all grades of furniture. They contemplate the establishment of extensive warehouses, to which will be shipped in large quantities furniture manufactured in Ohio, Indiana, Illinois and Michigan. These shipments will include the finer grades of furniture made in the famous factories of Grand Rapids, Mich. The furniture will be distributed to retail dealers in the section tributary to Norfolk.

## MECHANICAL.

## Champion Blowers and Forges.

Among the most useful machines of the equipment that combines to constitute a complete modern machine shop, blacksmithy or similar industrial establishment is the blower and the forge. Apparatus of

presented. The Champion steel blacksmith blower is operated by hand-power, producing, its maker claims, a blast in every respect equal to that from a blower run by power, the blast being both regular and positive.

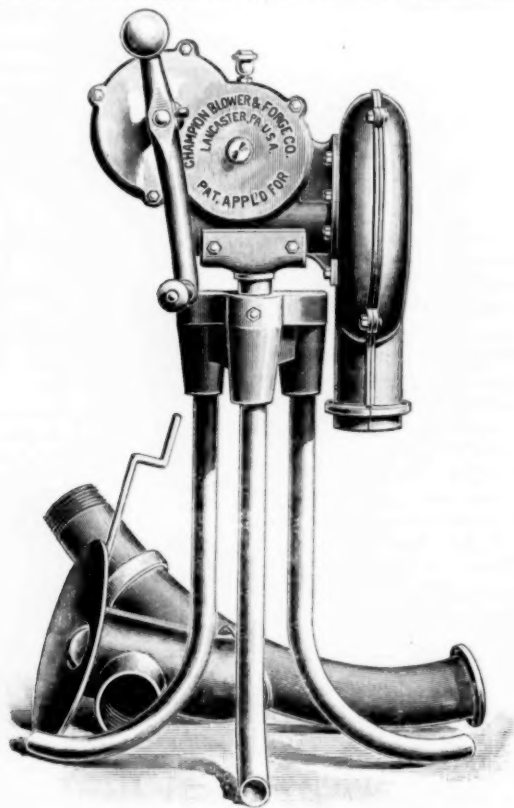
This blower is made from the best tool steel and phosphor-bronze, machined and cut from the solid metal, and fitted

lightness with a strong blast. If necessary this forge will produce blast to weld three-and-one-half to four-inch iron in ten minutes.

The Champion steel machinists' forge has the mechanical features of the two other machines noted, together with other features of the kind, adapting it to inside work and making it a most

discharge pipe. The steam and air thus coact to make the discharge of water continuous. To the facts that a good portion of the work is done by the atmosphere, and that friction is almost entirely eliminated, the high efficiency of the ram is largely due.

The ram is placed beneath the surface of the water in the well or other source



CHAMPION STEEL BLACKSMITH BLOWER.

this character is largely used not only in the class of plants mentioned, but also for various kinds of open-air work in which the portable blower and forge is required. The operations of forging and welding enter largely into so many kinds of work that the endeavor to produce the most efficient machines for accomplishing these

with the precision and nicety of a watch, all enclosed in an oil-tight casing. It has no belts, is very compact, can be taken apart and put together in a few minutes, can be adjusted for the height of any mechanic, and the handle can be turned in either direction.

The Champion steel rivet forge is con-

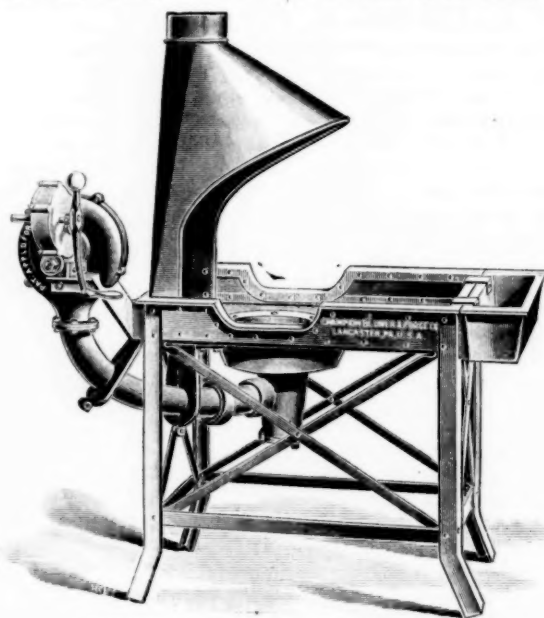


CHAMPION STEEL RIVET FORGE.

operations has led to the manufacture of blowers and forges as a specialty.

Upon the presumption that managers of modern establishments or contractors wherein blowers and forges are utilized desire to become acquainted with the most improved types of these machines, the several illustrations on this page are

constructed from structural steel, making it strong, stiff and light. Its other points of efficiency are similar to those of the blower mentioned in the preceding paragraph. This forge is especially adapted for elevated and surface-railway work, for miners and prospectors, and in fact any portable work requiring compactness and



CHAMPION STEEL MACHINISTS' FORGE.

convenient and economical apparatus.

Further details as to these blowers and forges may be obtained by addressing the Champion Blower & Forge Co. of Lancaster, Pa., which is well known to the trade as having been one of the leading manufacturers in this direction for twenty-one years. These forges, the company states, are the first line of steel forges ever manufactured. The company's new catalogue describes fully the forges and blowers offered, together with other productions of the company, such as blacksmith drills, tire-benders, screw-plates, taps and dies, fan-blowers, exhaust fans, disc-wheels, etc.

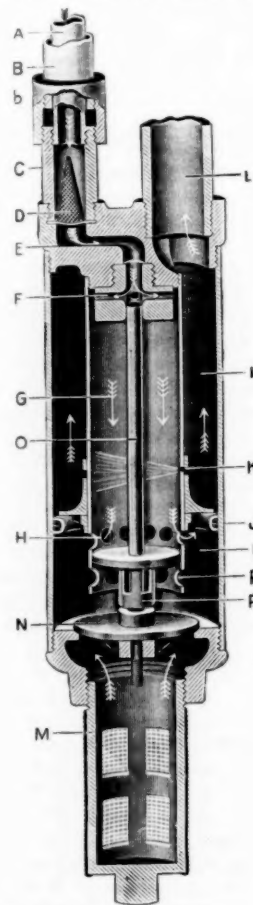
## The Erwin Steam Ram.

The installation of water-supply systems in localities where municipal water-works are not available or desirable constitutes an important question. Industrial plants, hotels, apartment buildings and other structures frequently employ their own private systems of supplying water for household and manufacturing purposes. It is those who may intend installing such private systems whose attention is especially called to the Erwin steam ram, of which the annexed illustration gives a sectional view.

This ram is new on the market, but its manufacturer is the Penberthy Injector Co. of Detroit, Mich., a corporation that in its previous efforts has been widely successful. Therefore buyers know this company will offer nothing but what is perfectly to be relied upon for the work intended. The prominent features of this device are its simplicity, economy of steam and high efficiency as compared with a steam pump; that it requires no attention, does not get out of order, and wears practically not at all, all the working parts being water-cushioned.

When the ram is at work water is elevated by the alternate action of steam and atmospheric pressure. The steam having first driven the water from the ram, is instantaneously condensed and a vacuum is formed. A volume of water is then driven into the ram by atmospheric pressure, and not only fills the vacuum chamber, but a large proportion passes on through the ram and into its

of supply, and, before starting, water flows into it by gravity. When steam is turned on it passes through the steam pipe A, nipple C, conical screen D, the main steam port E and radial steam ports F into the cylinder G. The water is then forced downward through the openings H into the surrounding discharge cham-



ERWIN STEAM RAM—SECTIONAL VIEW.

ber I, where it passes through the annular check valve J and out of the discharge pipe L.

When the steam reaches the lower end of the cylinder G, it is exhausted through the large openings H much faster than it is admitted through the steam ports F, is



condensed in the surrounding discharge chamber I, and a partial vacuum is formed within the cylinder G. The vacuum is made more complete by a spray of water which then rushes inward from the discharge chamber I through the small opening K.

The instant a vacuum is created and condensation occurs the pressure of the atmosphere on the water outside of the ram forces water upward through the bottom strainer M. The main check valve N then rises, and the valve rod O, which is rigidly attached to it, shuts off the steam at the upper end of the cylinder. A volume of water under atmospheric pressure is at the same time forced upward through the discharge chamber

## PHOSPHATES.

### Florida Phosphates.

[Special Cor. Manufacturers' Record.]

Ocala, Fla., April 30.

Of the ninety-odd phosphate plants that are in existence in the hard-rock district of Florida, it is estimated that not over fifty of them are now being operated. The excessive rains for the past two or three weeks, the heaviest in the State for years, has something to do with this condition, but the principal reason is the condition of the market, there being at present very little demand for Florida phosphate in the foreign market, and the price is so low that in a number of cases the

Florida Central & Peninsular railroads.

The Dunnellon Company is moving its famous No. 7 plant from the vicinity of Dunnellon, on the north side of the Withlacoochee river, to a new deposit on the south side of the river. It is also moving another plant to a point near Hernando, where it owns some fine deposits.

Parties are engaged in prospecting the old Dr. Hartshorn lands near Hartshorn.

W. N. Camp of Albion has recently purchased 5000 acres of phosphate land at Elliston, in Citrus county, for \$30,000, and proposes to erect thereon two plants at some time in the future. There is much good rock on different parts of the land.

John T. Dale of Chicago is at Inverness

ship Ben Corlie, 1341 tons, from a Southern port to the United Kingdom or Continent with phosphate rock on private terms.

### Fertilizer Ingredients.

The demand for ammoniates continues moderate in character, and manufacturers are not disposed to add largely to their stocks at current values. Western packers are firm holders of stock, but no large volume of business can be expected at present range of prices. Messrs. Thos. H. White & Co., in their circular for April, say: "The demand for ammoniates during the month past has been good for nearby deliveries. Resales of some surplus stocks in second hands have favored buyers, and the market has shown a declining tendency. There is fair inquiry for summer shipment. Sales are reported of contracts of 9 and 20 per cent. tankage on basis of \$2.10 to \$2.15 and 10 delivered, basis Baltimore freight. Stocks in producers' hands are small, and are held firmly. The fish catch so far is light, and no sales reported." Foreign sulphate of ammonia is lower at 2.95 to 2.97½ c. i. f. New York and Baltimore for futures, and domestic about 2.85 f. o. b. Boston. Nitrate of soda is easy under liberal offerings.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2.90	at 2.95
Nitrate of soda.....	1.90	at 1.95
Blood.....	2.25	at 2.32½
Hoof meal.....	2.25	at —
Azotline (beef).....	2.35	at 2.40
Azotline (pork).....	2.35	at 2.40
Tankage (concentrated).....	2.20	at —
Tankage (9 and 20).....	2.20 & 10¢	at 2.25 & 10
Tankage (7 and 30).....	19.00	at 20.00
Fish (dry).....	24.00	at 25.00

### Phosphate and Fertilizer Notes.

The steamship S. T. Morgan cleared from Charleston, S. C., last week for Baltimore with a cargo of 1962 tons of phosphate rock.

The Norwegian steamship Alf, for Bremen, cleared last week with 2650 tons of high-grade Florida phosphate rock, valued at \$26,500.

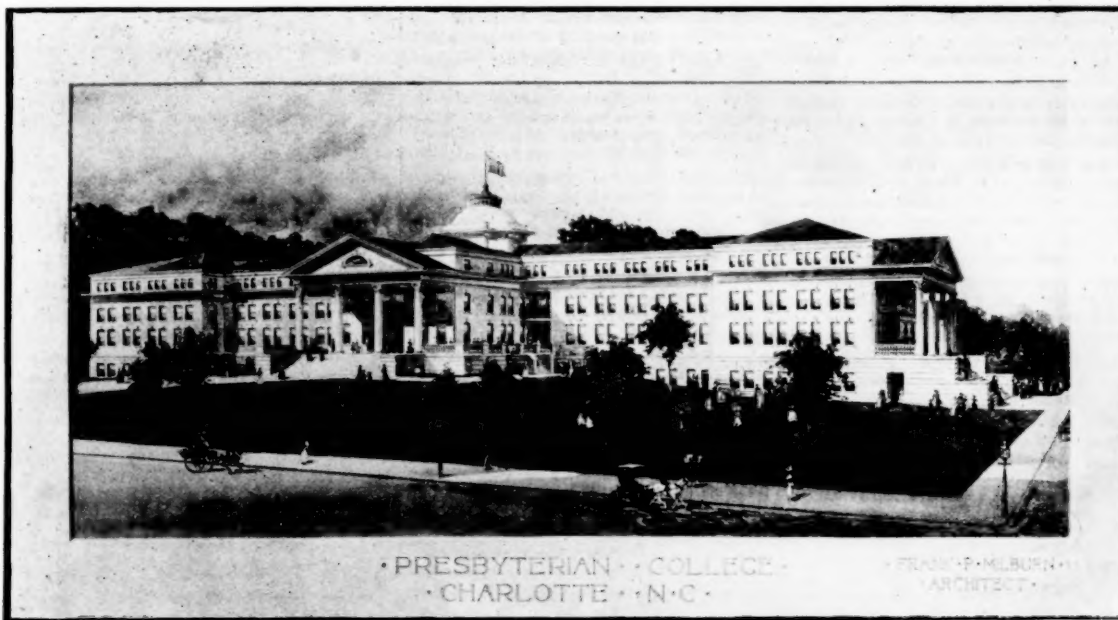
The Ramsburg Fertilizer Works at Frederick, Md., were destroyed by fire on the 24th ult. The loss is estimated at from \$40,000 to \$50,000, with insurance \$20,000.

The Tennessee Fertilizer Co. of Florence, Ala., will hold a meeting the 24th inst. to consider the increase of its capital stock from \$20,000 to \$50,000 for the purpose of doubling its capacity.

Phosphate rock similar to that found in the Mt. Pleasant district, Tennessee, is said to have been recently discovered in large quantities in the western part of Madison county and the eastern border of Lancaster county, Alabama. Owners of the land will lose no time in negotiating for the development of the phosphate.

The schooner Francis M. sailed from Port Tampa on the 24th ult. with 1783 tons of pebble phosphate from the Green Head Phosphate Co. for Mantua Creek, N. J. The German ship Flotbeck arrived at Tampa on the 25th ult. and commenced loading a cargo of 3000 tons of phosphate from the Green Head Phosphate Co. for Yokohama, Japan.

In a report made by Col. Robert Gates, industrial and immigration agent of the Louisville & Nashville system, covering 1899, the following facts are set forth regarding the additions to Mt. Pleasant, Tenn., during the year in consequence of the development of the phosphate fields in its neighborhood: Families moved to Mt. Pleasant, 500; increased population, 2500; dwellings erected, 500; storehouses, 200; business firms, 150; phosphate companies, six; lumber companies, three; brick factories, two; hotels, two; bank, one; paper, one, and opera-house, one.



DESIGN SUBMITTED FOR PRESBYTERIAN COLLEGE, TO COST \$50,000, BY FRANK P. MILBURN OF CHARLOTTE, N. C., AND COLUMBIA, S. C.

and out into the discharge pipe. A portion of this water, however, passes through the openings P, forces up the float R, which moves freely on the valve rod O and refills the cylinder.

The water under atmospheric pressure having then lost in momentum, the steam acting downward on the valve rod, closes the main check valve, and through pressure exerted on the float again forces water out of the cylinder and through the discharge chamber and discharge pipe.

A covering pipe B surrounds the steam pipe for the distance it is submerged beneath water to prevent condensation, and is received into the coupling b.

For further information address the maker.

It is stated that a project is on foot for the utilization of the old Lake Borgue canal in St. Bernard's parish, Louisiana, for the purpose of bringing lumber to New Orleans from the various milling sections on the lakes and placing it at the ship's side in the city for export. The Deep Waterways Association has the matter in charge, and upon the report of the engineer after inspecting the disused property a company will be formed. Several of the best-known lumber and shipping men are interested, and it is stated on good authority that the entire proposed stock in the new canal company will be subscribed at the first meeting of the promoters.

The city authorities of Holly Springs, Miss., have passed an ordinance exempting from municipal taxation for ten years cotton and woolen mills, engine, boiler and machinery plants, plow and agricultural implement, sash and blind factories which shall be built during 1900 with a capital stock of not less than \$10,000.

miners who have not contracted ahead have closed down their plants to await a better condition of affairs. The miners are divided in their opinion of the probable continuation of the present unsatisfactory condition of the market; some say that the last of this year will see excellent prices prevailing again, and others, not so sanguine, are afraid that it may continue for a much longer period. Evidently the former opinion is firmly fixed in the minds of a number of miners, and some of them the more extensive operators, too, as several plants are going up and preparations are being made for the building and moving to new deposits of others. The shipments from the port of Fernandina from Ocala dealers, notwithstanding the foregoing, will be the heaviest for the month than for any month in the past year.

M. J. Clements has closed down his plant at Elliston until he disposes of the large amount of rock he has mined and stored in his sheds ready for shipment. Capt. A. D. Wright has closed down his mines at Newberry, and will await the action of the market. About half of the mines in Citrus county have been closed down for the greater part of the past two weeks on account of the heavy rains and the flooded condition of the mines. The Laurent mines at Inverness closed down last week, cause unknown, but it is thought to be only temporary.

H. F. Dutton & Co. lost their plant at the Bell mines, near Newberry, by fire a short time ago. The plant was one of the finest in that section. The company will rebuild, as the deposit is a valuable one. This company is moving one of its plants to Clark, the new station reached by both the Plant system and

showing the lands of the Cove Bend Land & Phosphate Co. to some Northern capitalists who expect to buy an interest in the land, which, if done, a company will be organized and the land mined.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., May 2.

The movement in phosphate rock during the past week has been rather slow, and local manufacturers are not purchasing in large quantities. There is some demand from out-of-town manufacturers, but as in all other fertilizer ingredients, the movement is generally contracted. Advices from all portions of the Southern phosphate belt show a strong development of the product and a fair demand for the output. In South Carolina miners are not pressing their stock, but continue to hold at present quotations. There is a fair foreign demand, while the domestic inquiry is lighter than usual. The movement in Florida continues active at all mining sections, and stocks are accumulating in some cases. Prominent companies hold their stocks at outside figures, and are not disposed to make concessions in order to effect business. Prices at the moment are about steady, and it is thought by some that during the early autumn of this year values will rule much stronger. Shipments from the ports are increasing, however, and the business for April was very heavy. In the Tennessee phosphate field wet weather and a scarcity of labor is restricting the output, but local miners and dealers are seemingly satisfied with the situation. The price of rock at Mt. Pleasant is steady, both for domestic and foreign. The only charter reported this week is the British steam-

# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Anniston—Wheelbarrow Factory.—Dr. H. D. Barr will establish a wheelbarrow factory.

Anniston—Shuttle and Bobbin Factory.—E. E. Weathers, Walnut street, between Twentieth and Twenty-first streets, will establish a factory for the manufacture of bobbins, shuttles and quilts.\*

Birmingham—Coke Ovens.—The Republic Iron & Steel Co. (Silas J. Llewellyn, secretary, New York, N. Y.) will construct 400 additional coke ovens at Thomas.

Birmingham—Telephone System.—S. B. Claypool has organized the People's Home Telephone Co. for construction of telephone system to cost \$200,000, as lately reported; sub-exchange will be established in Bessemer, Ensley, Pratt City, Woodlawn and Avondale; work of construction to commence in sixty days.

Birmingham—Briquette Coal Plant.—Gardner Corning, secretary and treasurer of the Briquette Coal Co. of New York, C. R. Brodix and J. W. Morey, who are interested in the same company, are investigating with a view to organizing the Southern Briquette Coal Co. for the establishment of a plant in the vicinity of Birmingham; capital stock will, it is said, be \$100,000. Caldwell Bradshaw and Fred Sloss of Birmingham are interested.

Birmingham—Woodworking Factory.—Wood, Dickerson & Co. write that they will not build woodworking factory reported recently until next winter.

Bridgeport—Telephone Exchange.—See item under Jasper, Tenn.

Cluttsville—Phosphate Deposits.—George Wall has discovered and will probably develop phosphate deposits on his property.

Florence—Electric-power Plant.—A dispatch states that a company of New York and Boston capitalists has received charter from Congress to erect an electric-power plant on the Muscle Shoals canal in Lauderdale county, and will commence work on its construction in a short time. It is proposed to construct a canal two and one-quarter miles long, in which a fall of thirty feet will be secured and 30,000 horse-power developed for supplying electric lights and power for manufacturing. The cost of the improvement is put at about \$600,000. The Florence Merchants' Association can probably give particulars if report is true.

Florence—Fertilizer Factory.—The Tennessee Fertilizer Co. will hold a meeting on May 24 to consider the increase of its capital stock from \$20,000 to \$50,000 for the purpose of doubling its capacity.

Huntsville—Hay-press Factory.—Hon. E. L. Pulley and Chas. W. Drake will erect a building 120x150 feet and equip it with machinery for manufacturing the New South hay press invented by Mr. Drake.

Huntsville—Bobbin Factory.—It is reported that building has been secured and contracts awarded for machinery for a bobbin factory. Names of interested parties will be announced later.

## ARKANSAS.

Fort Smith—Mercantile.—The Brown-Rolleson Company has been incorporated, with capital stock of \$50,000, by Francis H. Brown (president) and others.

Gleason's Spur (not a postoffice)—Excelsior Works.—The F. & S. Excelsior Works has been incorporated, with capital stock of \$5000, by Charles Frauenthal, president; Maurice Frauenthal, vice-president; Joe Frauenthal, secretary, and Leopold Schwartz, treasurer.

Little Rock—Chartered: The Lovell & Woodson Bros. Hardware Co., with capital stock of \$5000, by C. R. Lovell, president, and others.

Pine Bluff—Church.—The Anshe Emeth congregation will erect a \$20,000 structure. Address Rabbi Joseph Kornfeld.

Van Buren—Cotton Gin.—Col. W. L. Taylor has purchased the Edrington cotton gin; will remodel and operate it.

## FLORIDA.

Tallahassee—Chartered: The Solana Pines Co., with capital stock of \$15,000, by P. W. McAdow, Charles G. Davis, John H. Farrington and others.

## GEORGIA.

Abbeville—Crate Factory.—The Wilkinson Company contemplates adding crate department to its shingle mill, as lately reported.\*

Atlanta—Electrical-machinery Works.—The Wotton Electric & Manufacturing Co. has been organized for the manufacture of electrical machinery and specialties; James A. Wotton, manager.

Atlanta—Mica Mines.—Dr. J. W. Mitchell has discovered mica deposits on his property in Talbot county, and may organize a stock company to develop it.

Carrollton—Saw-mill.—J. R. Williamson will operate a saw-mill near Carrollton.

Columbus—Cotton Mill.—The mill of the Clegg Manufacturing Co. (idle) has been purchased by parties who will install spindles, carders, etc.; mill has 116 looms.

Columbus—Electric Plant.—The Columbus Railroad Co. will install steam plant for increasing its power and lighting department to the extent of 500 horse-power; John F. Flournoy, president.

Columbus—Cotton Mill.—It is reported that the heirs of the Comer estate will build a cotton factory at Rosehill.

Eatonton—Broom Factory.—A. S. Alford will erect broom factory.

Eatonton—Cotton Mill.—The Middle Georgia Cotton Mills, reported previously as incorporated, etc., will erect a mill with equipment of 5000 spindles and 100 broad looms; main building will be 200x70 feet; engine-room, 40x50 feet; will build with a view to increasing.

Emerich—Flour Mill.—John R. Barfield is erecting a roller flour mill.

Fitzgerald—Canning Factory.—Mr. Maun will establish canning and evaporating plant.

Gainesville—Brick Works.—Hankinson & Son of Augusta, Ga., will establish brick works near Gainesville with capacity of from 75,000 to 100,000 per day.

Gainesville—Cotton Mill.—J. T. Woodside, recently reported as having submitted proposition for a cotton mill at Gainesville, has, with others, organized the Woodside Cotton Mills. Capital stock is \$200,000, and company will erect a mill of 10,000 spindles and 200 looms. Committee has been appointed to obtain plans and specifications and negotiate for machinery.

Gainesville—Smelter.—The Colorado-Georgia Smelting & Gold Mining Co., lately reported as organized for the erection of a

\$50,000 gold smelter at Gainesville, has James M. Smith for president, and he may be addressed at Atlanta, Ga.

Griffin—Cotton Mills.—A correspondent states that the Kincaid Manufacturing Co. and the Spalding Cotton Mills will each add machinery this summer, increasing about 50 per cent. Equipment of former is 12,500 spindles and 430 looms and the latter 5000 spindles and 200 looms.

Hawkinsville—Chair and Table Factory.—M. Mannheim will probably install machinery to manufacture chairs and tables.\*

Macon—Cotton Mill.—J. W. Cabaniss, Sam Mayer, N. M. Block, T. J. Carling, E. L. Martin and George L. Snowden have incorporated the Exchange Cotton Manufacturing Co., with capital stock of \$25,000, and privilege of increasing to \$250,000, for erection of cotton mill.

Rome—Canning Factory.—The Rome Canning Co. has been organized for the establishment of a canning factory with capacity of from 5000 to 10,000 cans per day.

Savannah—Cotton Compresses.—It is reported that arrangements have been made with the Georgia & Alabama Terminal Co. for the erection of two cotton compresses on pier 3 at Hutchinson's Island, and that J. F. Minis & Co. are projecting the enterprise.

Tallulah—Canning, etc., Factory.—Tallulah Land Co. will establish a canning and sour kront factory.\*

Valdosta—Sewerage System.—The city will issue \$25,000 (not \$50,000, as lately reported) of bonds for completion of its sewerage system; C. R. Ashley, mayor.

West Point—Tannery.—A dispatch states that a company has been organized, with capital stock of \$100,000, for the erection of a large tannery at West Point, Ga., or River-view, Ala.

West Point—Cotton Mill.—It is reported that Northern capitalists have purchased site east of the Chattahoochee river in Georgia, and will build cotton mill in the near future.

## KENTUCKY.

Barbourville—Coal Mines.—W. G. Freeman, B. Moore and B. R. Hutchcraft have incorporated the Knox Gem Coal Co., with capital stock of \$12,000, for the development of 400 acres of coal lands which have been purchased. B. R. Hutchcraft can give information.

Danville—Mercantile.—Chartered: The J. P. Frank Wholesale Grocery Co., with capital stock of \$30,000.

Lexington—School of Telegraphy.—The Morse School of Telegraphy has been incorporated, with capital stock of \$5000 and J. H. Shulkey of Oshkosh, Wis., president; G. E. Spink of Lexington, vice-president, and Prof. B. B. Jones, superintendent; company will erect a new building, which will have modern equipment throughout.

Louisville—Crematory.—The Dickson Garbage Crematory Co. will erect a \$10,000 building to be used as an incinerator, and will install \$10,000 worth of new machinery; building will be of iron and steel, with cement floors.

Louisville—Stock-yards.—The Union Stock Yards Co. will be organized, with capital stock of \$200,000. John E. Bell is the promoter.

Middlesborough—Coal Mines.—The Excelsior Coal Mining Co. has increased its capital stock from \$10,000 to \$20,000.

Paducah—Tobacco Factory.—William Clarke & Son will enlarge their tobacco factory by erection of additional building and installing new machinery.

Springfield—Electric-light Plant and Water-works.—The name of the company reported lately as organizing for erection of water-works and electric-light plant is the Springfield Water & Light Co. Contracts for furnishing the materials or for constructing the plant have not been awarded. A storage reservoir will be built; estimated cost, \$20,000. Those interested are John W. Lewis, W. C. McChord, J. C. McElroy and others.\*

## LOUISIANA.

Alexandria—Furniture Factory.—The Mattoon Furniture Co. of Chicago, Ill., proposes to erect a building 100x400 feet and equip it as furniture factory to be operated by a stock company, organized with capital of \$300,000, provided the citizens subscribe \$100,000 to the capital stock.

Crowley—Rice Mill.—The National Rice

Milling Co. of New York city, operating mills at Brooklyn, N. Y., and New Orleans, La., has decided to remove its Brooklyn mill to Crowley, and bids are being received for additional machinery; capacity will be 1200 to 1500 barrels in twenty-four hours.

Natchitoches—Electric-light Plant and Water-works.—It has been decided by popular vote to issue the \$30,000 of bonds for construction of water-works and electric-light plant recently reported; J. C. Trichel, Jr., city secretary.

Ruston—Electric-light Plant and Water-works.—The city will hold an election in May to vote on the issuance of \$25,000 of bonds for water-works and an electric-light plant; J. W. Jones, mayor.

## MARYLAND.

Baltimore—Cigar Factory.—The Minerva Cigar Co. has been incorporated to manufacture cigars, etc., by John F. Parlett, Robert Ferguson, Frederick J. Griffith and others; capital stock \$10,000.

Baltimore.—The Hood-Yeager Company has been incorporated for manufacturing draperies, upholsterings, wallpaper, etc., by Edwin E. Hood, Edward C. Yeager, Milton C. Greer and others; proposed capital stock \$10,000.

Cumberland—Tinplate Mill.—The N. & G. Taylor Company will, it is reported, add another mill to its tinplate plant.

Cumberland—Coal Mines.—The Consolidation Coal Co. has purchased forty-nine acres of coal lands adjacent to its mines in Allegany county, and will operate same.

Washington—Cold-air Plant, etc.—S. C. Palmer, R. D. Weaver and others will incorporate the Washington Cooling Co. for the purpose of supplying cold air from artificial ice, which will be utilized for cold-storage, refrigerating and like purposes.

## MISSISSIPPI.

Desoto—Saw-mill.—Hodge Bros. are erecting saw-mill.

Fayette—Cotton-oil Mill.—The Fayette Gin & Milling Co. and McClure & Harper have consolidated, and will build a cotton-oil mill of 40 tons daily capacity to cost \$30,000 and operated as the Fayette Oil Mill Co.

Macon—Cotton-oil Mill.—Selma, (Ala.) parties have obtained charter and ordered machinery for erection of a \$100,000 cottonseed-oil mill at Macon; site of 130 acres has been purchased.

Summit—Oil Mill.—Summit Gin & Improvement Co. will install new machinery, as recently reported; it will include a press, heater, two linters and a Corliss engine.

## MISSOURI.

Conway—Mercantile.—The Conway Mercantile Co. has been chartered, with capital stock of \$6000, by A. F. Luallin and others.

Sedalia—Lumber.—Chartered: The Sturges Lumber Co. by G. A. Sturges, T. J. Sturges, W. B. Mackey and others; capital stock \$5000.

St. Louis—Addressing Machines.—Chartered: The Lewis Addressing Machine Co., with capital stock of \$2000, by E. G. Lewis and others.

St. Louis—Battery Company.—Chartered: The Booker Carbon Battery Co., with capital stock of \$50,000, by Michael Horan, W. L. Booker, S. G. Booker and others.

St. Louis—Horse-collar Company.—The Patent Horse Collar Co. has been incorporated, with capital stock of \$5000, by Carl Block and others.

St. Louis—Salt Company.—Chartered: The J. F. Ewing Salt Co., with capital stock of \$60,000, by James F. Ewing, J. S. Larkin and John Feldwisch.

St. Louis—Gold-boring Machine.—The Cape Nome Gold Boring Co., reported recently as incorporated, has organized for the purpose of manufacturing and operating a patent machine in the gold district. It is claimed that with this machine work can be continued the entire year, as ice or frozen ground will not interfere with its operations. George G. Huff, Room 317 DeSoto Building.

## NORTH CAROLINA.

Albemarle—Cotton Mill.—The Efrd Manufacturing Co. will build an additional mill to cost about \$100,000, having 5000 spindles, etc.; present mill has 5408 spindles.

Charlotte—Textile-machinery Plant.—R. U. Eddy, H. C. Clark, J. Goff and R. B. Goff



of Warren, R. I., and C. H. Child of Providence, R. I., have purchased the establishment of the Charlotte Supply Co. (mill furnishers).

Concord—Cotton Mill.—The Cabarrus Cotton mills (operating 4400 spindles and 440 looms) has purchased site for \$5000 and will erect another mill the size of present one; expenditure will be nearly \$100,000.

Enfield—Compress and Ginnery.—M. V. Barnhill will erect square-bale cotton compress and ginnery with capacity of thirty bales per day.

Georgeville—Flour Mill.—J. L. Shinn & Co. have erected a roller flour mill.

Greenville—Hotel.—B. F. Patrick will build a three-story 40-room hotel, to contain complete system of water and sewerage; cost \$10,000.

Henderson—Telephone System.—The Henderson Telephone Co. will extend its lines into Northampton county.

Hickory—Tile Factory.—The N. C. Browder Company contemplates erecting a factory for manufacturing cement tiles for sidewalks, and wants information.\*

Kinston—Telephone System.—The Kinston Telephone Co. has been incorporated, with capital stock of \$10,000, by H. O. Hyatt, Geo. S. Luce, J. C. Wooten and others, for establishing a telephone exchange.

Louisburg—Cotton-oil Mill.—The Franklin Cotton Oil Co. has been organized, with capital stock of \$20,000, with privilege of increasing to \$100,000, for erecting a 20-ton cottonseed-oil mill; J. P. Timberlake is president, and W. H. Nicholson, secretary and treasurer. Address the secretary.\*

Newberne—Mercantile.—Chartered: The Burrus-Gray Co., with capital stock of \$5000, by W. P. Burrus and others.

Rocky Mount—Oil Mill and Fertilizer Factory.—The Rocky Mount Oil & Fertilizer Co., reported several weeks ago as incorporated, will erect a 20-ton oil mill and a fertilizer factory. Address J. D. Odom.\*

Salisbury—Publishing.—Chartered: The Truth Index Publishing & Printing Co., by Wm. H. Stewart, Lee S. Overman, H. G. Tyson and others; capital stock \$3000.

Wilmington—Lumber Mills.—Samuel Northrop, George Harris and others have incorporated the Northrop Lumber Co., with capital stock of \$20,000, for the manufacture of lumber and timber into all kinds of products.

Winston-Salem—Tobacco Factory.—The R. J. Reynolds Tobacco Co. has purchased the business of T. L. Vaughan & Co.

#### SOUTH CAROLINA.

Charleston—Oil Mill and Refinery.—The Atlantic Cotton Oil & Refining Co., Sumter, S. C., recently reported as having increased its capital stock for the erection of an oil refinery in Charleston, has decided to purchase the refinery of the Mutual Refining Co., which has a daily capacity of 300 barrels, and increase it to 500 barrels; it also has under contemplation the erection of a 100-ton oil mill, which will doubtless be built without delay.

Cheraw—Cotton Mill.—W. F. Stevenson is organizing a stock company, with capital stock of \$200,000, for the establishment of a cotton mill.

Columbia—Warehouse.—Chartered: The Olympia Warehouse Co., with capital stock of \$50,000, by W. B. Smith Whaley, W. A. Clark, J. S. Moore and W. H. Rose. Address the first named.

Dutchman—Telephone System.—A telephone system is being constructed from Dutchman to Walnut Grove, and will also be extended to Coleraine. Ollie Harrison of Walnut Grove is president; Judge J. M. Smith, secretary and treasurer.

Greenville—Cotton-oil Mill and Ginnery.—Company reported lately organized for erection of cottonseed-oil mill and ginnery has completed its organization as the Farmers' Oil & Ginnery Co., with J. W. Griffin of Lenderman, president, and Wade H. Barton of Greenville, secretary and treasurer.

Greenwood—Hardware.—Chartered: The Greenwood Hardware Co. by R. F. Paddison (president) and others.

Hartsville—Cotton-oil Mill.—The Hartsville Oil Mill has been organized and commenced work on its proposed cottonseed-oil mill; capacity forty tons per day. Address J. J. Lawton.

Ninety-Six—Cotton Mill.—Efforts are being made for the organization of a \$200,000 company to build a cotton mill. B. F. Baily, president Abbeville Cotton Mills, Abbeville, S. C., will be at the head of the enterprise. E. M. Lipscomb, Ninety-Six, can be addressed.

Pelzer—Drug Company.—Chartered: The Dendy Drug Co., with capital stock of \$4500,

by W. R. Dendy, president, and L. H. Stringer, secretary and treasurer.

Williamston—Cotton Mill.—The Williamston Cotton Mills, previously reported incorporated with G. W. Sullivan, president, is having plans made for 10,000-spindle mill with floor space for 5000 additional spindles; will be operated by steam-power and electricity.

Yorkville—Cotton Mill.—The York Cotton Mills will install machinery to further increase its capacity; present equipment 16,232 spindles.

Walhalla—Woodworking Factory.—James Thompson will establish a factory for making insulator pins, brackets and cross-arms for telephone and telegraph poles.\*

#### TENNESSEE.

Huntingdon—Agricultural Implement Factory.—The Brevard Manufacturing Co. has been incorporated for the manufacture of agricultural implements, with capital stock of \$10,000, by L. E. Brevard, J. C. R. McCall, Neil Wright, J. B. Sanders and others.

Jasper—Telephone Exchange.—The East Tennessee Telephone Co., J. P. Armstrong, manager, South Pittsburg, Tenn., will establish an exchange at Jasper, as recently reported; will also establish an exchange at Bridgeport, Ala.

Knoxville—Coal Company.—Chartered: The Knoxville Coal Co., with capital stock of \$5000, by C. E. Patterson, H. H. Young, D. A. Rosenthal and others.

Knoxville—Telephone Company.—The People's Telephone Co. will increase its capital stock from \$15,000 to \$30,000 and probably make improvements.

Knoxville—Water-works Improvement.—The Knoxville Water Co. will install new pumping engine, which will probably necessitate the enlargement of the filtering plant, and make other improvements; William Wheeler, president.

Nashville—Electric-light Plant.—The city will issue \$150,000 of bonds for erection of a municipal plant. Address "The Mayor."

Nashville—Plumbing, etc., Company.—The T. J. Mooney Company has been incorporated, as recently reported, for the purpose of conducting a plumbing, steam-heating, gasfitting and electrical business, and has purchased the entire plant of T. J. Mooney.

Winchester—Water-works.—G. G. Bell, M. N. Whitaker, H. H. Horton and others have incorporated the Winchester Water-Works Co., with capital stock of \$25,000.

#### TEXAS.

Beaumont—Rice Mill.—Gustave A. Jahn & Co. of New York and New Orleans will erect rice mill and warehouse at Beaumont to cost \$40,000; main building will be of brick, five stories, 50x50 feet; engine-room one story, 50x50 feet; brick warehouse 140x130 feet, and another 300x180 feet.

Beaumont—Flour Mill.—W. R. Myers of Greensburg, Ky., contemplates locating a roller flour mill at Beaumont.

Beaumont—Lumber Mills.—The Industrial Lumber Co. will increase its capital stock to \$200,000 from \$100,000, and will in the near future add other mills to the number it now controls.

Bridgeport—Coal Mine.—W. H. Aston will open coal mine.\*

Columbus—Land and Cattle Company.—Chartered: The Mascot Land & Cattle Co., with capital stock of \$10,000, by J. G. Fernandez and others.

Galveston—Mirror Works.—The Galveston Art Glass & Mirror Co. will be organized to establish factory.

Hillsboro—Grain Elevator.—A company will be organized for the establishment of a large elevator. Officials of the St. Louis Southwestern Railroad, Edwin Gould, president, New York, N. Y., are said to be interested.

Houston—Electric-light Plant.—The board of electric-light commissioners has accepted the bid of Edward J. O'Beirne of Birmingham, Ala., to construct the proposed municipal plant for the sum of \$99,750.

Meridian—Flour Mill and Electric-light Plant.—The Meridian Mill & Elevator Co., lately reported with capital stock of \$15,000, will increase its capital to \$20,000 and build an electric-light plant in connection with its mill.

Sherman—Oil and Cotton Company.—The Farmers & Feeders' Oil & Cotton Co. has increased its capital stock to \$75,000 from \$60,000.

Waco—Bridge and Courthouse.—It has been decided by popular vote to issue \$250,000 of bonds for construction of a \$100,000 bridge across the Brazos river and erection of a courthouse. Address "County Clerk."

Whitesboro—Mercantile.—Chartered: The Abney Bros. Mercantile Co., with capital stock of \$10,000, by H. C. Abney and others.

#### VIRGINIA.

Bristol—Land and Stock Company.—The Price Land & Stock Co. has been organized, with capital stock of \$10,000, by W. H. Price, John W. Price of Glade Springs, Va.; W. H. Price, Jr., of Bristol and others.

Cedar Bluff—Lead and Zinc Mines.—Detroit (Mich.) parties have purchased lead and zinc properties at Cedar Bluff and will develop same. James A. Tillar located the property and can probably give names of interested parties.

Fairoaks—Woodenware Factory.—Gilbert & Co. of Pennsylvania are erecting a woodenware factory at Fairoaks.

Falmouth—Pickle Factory.—G. B. Wallace and R. C. L. Moncre of Stafford will build a pickle factory at Falmouth.

Farmville—Canning Factory.—A company will be organized to establish a \$30,000 canning factory. S. P. Vanderslice, secretary Business Men's Association, may be addressed.

Farmville—Wagon Factory.—Business Men's Association, S. P. Vanderslice, secretary, will take steps towards locating a wagon factory at an early date.

Farmville—Broom Factory.—The Business Men's Association, S. P. Vanderslice, secretary, desires to establish a broom factory.\*

Farmville—Knitting Mill.—The Farmville Knitting Mill Co., previously reported to establish a \$15,000 knitting mill, has completed its organization, with W. G. Venable, president; S. P. Vanderslice, secretary; H. C. Crute, J. F. Walton, A. E. Cralle and others, directors. The capital stock is \$25,000. Address the secretary.

Lynchburg—Wagon Works.—The Thornhill Wagon Co. will rebuild its wagon works, recently reported burned.\*

Norfolk—Real Estate.—Chartered: The Ohio Company, to deal in real estate, etc.; Thomas E. Knauss of Columbus, Ohio, president; O. D. Jackson of Norfolk, secretary and treasurer; capital stock \$25,000.

Norfolk—Brewery.—G. W. & E. T. Hopf have organized the Old Dominion Beer Co. and established a brewery (at Huntersville) with capacity of about 500 barrels per year.

Norfolk—Furniture Factory.—The Roles Furniture Co. has been organized, with capital stock of \$20,000, to manufacture sash, doors, blinds, inside trim, moldings, paneling, etc. Address care of Barton Myers.\*

Pembroke—Copper Deposits.—John A. Brewer has discovered copper on his property in Giles county and will probably develop it.

Richmond—Mercantile.—Chartered: The Wilter D. Arwood Company, to conduct grocery and merchandise business; capital stock not less than \$2500 nor more than \$5000; Walter D. Arwood, vice-president.

Richmond—Shipbuilding Plant.—The William R. Trigg Co. has increased its capital stock for the enlargement of its establishment, as reported lately. Work will be commenced at once.

Richmond—Publishing.—The B. F. Johnson Publishing Co. has been incorporated for the publication of books. B. F. Johnson is president; A. E. Hoen, vice-president, and J. D. Crump, treasurer; capital stock not less than \$600,000 nor more than \$2,000,000.

Richmond—Paper Mill.—A company is being organized for the establishment of a paper and coating mill. Fairfax C. Christian is at the head of the enterprise; capital stock will be \$70,000.

Suffolk—Knitting Mill.—A. H. & W. E. Cobb are building a 100-foot addition to their knitting mill to be used for dyeing purposes.

Williamsburg—Knitting Mill.—The Williamsburg Knitting Mill Co., previously reported incorporated, etc., will erect building 125x40 feet, with an L 70x70 feet; L. W. Lane, Jr., president.\*

#### WEST VIRGINIA.

Charleston—Granite Company.—The Consolidated Granite Co. has been incorporated for quarrying granite, etc., by W. J. Jackson, W. J. Rockwell, T. F. Daiy, F. T. Kalas and others, all of Philadelphia, Pa.; capital stock \$5,000,000.

Henry—Saw-mill.—The saw-mill previously reported to be erected by R. Chaffey of Elkins, W. Va., will have a daily capacity of 30,000 feet; the tramroad which he was also reported as constructing will be equipped with a steam engine.

Parkersburg—Oil Refinery.—Judge Nathan Goff is said to be arranging for the erection of an oil refinery in Harrison county.

Parkersburg—Machine Works.—The Par-

kersburg Rig & Reel Co., manufacturer of well-drilling machinery, will build an addition to its plant to increase capacity.

Parsons—Pulp and Paper Mill.—A dispatch states that the Parsons Pulp & Paper Co. (reported last week as incorporated, with capital stock of \$500,000, by R. T. Whitmore, T. L. Coole, L. Harvey and M. Lane, all of Philadelphia, Pa., and R. Roe, Jr., of Covington, Va.) has purchased site near Parsons for \$4500 for the erection of its proposed mill.

#### BURNED.

Cecil, Ga.—Cecil Lumber Co.'s saw-mill damaged by boiler explosion about \$15,000.

Emporia, Va.—Shops of the narrow-gauge division of the Southern Railway Co.; estimated loss \$10,000; general office, Washington, D. C.

Frankfort, Ky.—The penitentiary chair shops; estimated loss \$75,000.

Roanoke, Va.—Hotel Lee, owned by the Roanoke Realty Co.

Tarboro, N. C.—Tar River Lumber Mills; estimated loss \$10,000.

#### BUILDING NOTES.

Albemarle, N. C.—Hotel.—Little Bros. & Huckabee are promoting the erection of a \$10,000 hotel; Hook & Sawyer of Charlotte, architects; W. J. Lazenby of Statesville and R. A. Brown of Concord, contractors.

Athens, Texas—Depot.—The Texas & New Orleans and Galveston, Harrisburg & San Antonio railways will build depot at Athens; J. T. Mahl, engineer, Houston, Texas.

Atlanta, Ga.—Hotel.—J. E. Hickey has leased the Kimball House, and will expend about \$75,000 in improvements.

Augusta, Ga.—Building.—McKenzie & Sons have received contract at \$35,000 for erection of the Walker-Stubb building.

Baltimore, Md.—Hall.—The Bohemian Society, Sokolska Jednota Blesk, has purchased site for \$5000 and will erect hall.

Beaumont, Texas—Store Building.—J. B. Langham will erect a two-story brick store building, 60x120 feet.

Birmingham, Ala.—Club Building.—Plans are under consideration by the Southern Club for erection of a \$30,000 building.

Birmingham, Ala.—Hotel.—Efforts are being made to organize a \$300,000 company for the erection of a hotel. C. H. Nabb may probably be able to give names of interested parties.

Charleston, S. C.—Hotel.—Col. W. B. Wilson and George H. Moffett have purchased the St. Charles Hotel for \$15,000, and will expend \$15,000 in remodeling and improving it.

Columbia, Tenn.—Depot.—The Louisville & Nashville Railroad Co. will probably build a depot at Columbia; J. G. Metcalfe, general manager, Louisville, Ky.

Dallas, Texas—Auditorium.—The Dallas Auditorium Company will be organized, with capital stock of \$250,000, for the erection of a large auditorium. Address for information S. A. Fishburn, secretary Dallas Commercial Club.

Edgewater, Va.—Residence.—Burrus Corp. has let contract to R. E. Baylor for erection of a three-story dwelling to cost \$7000.

El Campo, Texas—School.—The city will erect school building. Address "The Mayor."

Fayetteville, Tenn.—Opera-house.—A company with capital stock of \$10,000 has been organized and will build an opera-house, two stories, of brick, with seating capacity for 750 persons. Names of interested parties will be announced later.

Fort Worth, Texas—Depot, etc.—The Texas & Pacific Railroad Co. will continue its improvements at Fort Worth by erecting a new freight depot; clerks' building will be two stories, of buff brick, 75x70 feet; freight-house will be 500x40 feet, of brick and iron, with machinery platform 100 feet long and forty feet wide; L. S. Thorne, general manager, Dallas, Texas.

Huntsville, Ala.—Business Block.—Will Struve and Searcy Dement will build a three-story brick business block.

Irrington, Va.—Bank Building.—Frank P. Stearns of Fredericksburg, Va., has received contract for erecting the Lancaster National Bank building; it will be of pressed brick, 26x50 feet, with glass front.

Jacksonville, Fla.—Theater.—A frame auditorium is being erected 100x130 feet. Address W. N. Emery, 47 West Bay street.\*

Louisville, Ky.—Office Building.—John Doerhoeffer has purchased the Union National Bank building and will remodel as an office building.



Macon, Ga.—Synagogue.—Site has been purchased for \$10,000 and a synagogue will be erected at once, plans for which are being prepared; G. Berud, Jr., chairman building committee.

Magazine, Ark.—Hotel.—It is reported that a \$100,000 hotel will be built at Mount Magazine. J. F. Holden, traffic manager Choctaw, Oklahoma & Gulf Railroad Co., Little Rock, Ark., can probably give information.

New Orleans, La.—Club Building.—Bids will be received until May 5 for addition and alterations to the Y. M. C. Club building, No. 224 North Rampart street. Plans may be secured from Andry & Benderange, architects, Room 602 Godchaux Building. Address Wm. H. Heyl, secretary. Usual rights reserved.

Norfolk, Va.—Office.—The Norfolk & Western Railroad Co. will build freight, passenger and telegraph office at South Norfolk; E. L. Du Barry, Crewe, Va., superintendent.

Petersburg, Va.—Hotel.—It is reported that G. W. Clayton of New York is endeavoring to establish a hotel in Petersburg, having incorporated, under the laws of New Jersey, the Petersburg Hotel & Catering Co., with capital stock of \$125,000.

Richmond, Va.—Depot.—J. E. & A. L. Pennock of Philadelphia, Pa., have contract for erection of depot at Richmond for the Chesapeake & Ohio Railroad Co. It will be 110x105 feet and 75 feet long; sheds will be of steel, 500 feet long; cost, \$175,000.

Royal Oak, Md.—Church.—Robert B. Dixon & Co. have contract for erecting church building for the colored M. E. church.

Sedalia, Mo.—Church Building.—The East Sedalia Baptist Church has accepted plans for erection of a \$5000 edifice. Address "The Pastor."

St. Augustine, Fla.—Hotel.—Clarke Edminster has received contract for improvements and enlargements to the Magnolia Hotel; sixty additional bedrooms, twelve bathrooms, laundry, etc., are included in the improvement.

Terrell, Texas.—Power-house, etc.—Bids will be opened May 15 for erection of a two-story brick kitchen and a one-story brick power-house for the North Texas Asylum. Certified check for \$500 must accompany each bid. Plans on file at office of John L. Terrell, president board of managers, and C. A. Gill & Son, Dallas, Texas. Usual rights reserved. Address president.

Thomaston, Ga.—Bank Building, etc.—The Farmers and Merchants' Bank will erect a two-story brick building; R. E. Hightower will erect three one-story store buildings.

Waco, Texas.—Courthouse.—The county will build a \$150,000 courthouse. Address "County Clerk."

Wills Point, Texas.—Residence.—John E. Owens will erect a two-story residence after plans by J. Kelly Gordon and H. A. Overbeck of Dallas.

## RAILROAD CONSTRUCTION.

### Railways.

Ashland, Ky.—The contracts for the extension of the Ohio Valley Electric Railway include one to Kerr & Fox of Millersport, Ohio. This contract is to be completed by July 15, and work has already begun. Gillmor Brown at Ashland is engineer of the road.

Ava, Mo.—M. C. Reynolds, one of the promoters of the railroad between Ava and Cedar Gap, writes that a company is being organized and surveys are in progress. The line will be about twelve miles long.

Baltimore, Md.—It is expected to complete the work of changing the Baltimore & Lehigh Railroad from narrow to standard gauge by July 1. W. A. Moore, at Baltimore, is general manager.

Bel Air, Md.—The company which is promoting the electric railroad between Bel Air and Havre-de-Grace, Md., is negotiating to secure right of way for its line. John H. Reckord of Bel Air and Hanson M. Haines of Rising Sun, Md., are among those interested.

Bonham, Texas.—Negotiations are in progress between the business men of Bonham and the Sabine Pass & Northwestern Railroad Co. with the view of constructing this line through Bonham. W. H. Brooker is president of the company.

Buffalo City, Ark.—A correspondent of the Manufacturers' Record writes that Willard E. Winner of Kansas City, Mo., is constructing a railroad from Buffalo City to the zinc beds near that town for the purpose of transporting ore to Buffalo City, where it will be shipped by way of the White river.

Burgin, Ky.—It is stated that the South-

ern Railway Co. has practically decided to build the proposed line from Burgin to either Middlesboro or Jellico. Surveys have already been made. W. H. Wells at Washington is chief engineer.

Cedartown, Ga.—The Southern Railway Co., it is reported, is considering an extension to Cedartown from Cave Spring. W. H. Wells at Washington is chief engineer.

Chester, S. C.—The stockholders of the Carolina & Northwestern Railroad have approved the decision of the directors of this company to increase the capital stock and to float a new bond issue to change the line from narrow to standard gauge and to extend it to a point in Tennessee. J. R. Erwin of Lenoir, N. C., has organized an engineering force to make surveys immediately. The company is purchasing the necessary ties, rails and other material. L. T. Nichols at Chester is general manager of the company.

Culpeper, Va.—S. R. Smith of Culpeper and H. P. Scott of Wilmington, Del., are interested in the Piedmont Railway Co., recently organized for transportation purposes.

Dallas, Texas.—The extension of the Texas & New Orleans Railroad between Dallas and Athens is practically completed, and arrangements made to operate it. The distance is seventy-six miles. It is calculated to build a further extension between Athens and Rockland, a distance of 120 miles. J. T. Mahl at Houston is engineer of the company.

Dixon, Ky.—R. S. Vivian, Portland Building, Chicago, Ill., one of the promoters of the railroad between Dixon and Blackford, writes the Manufacturers' Record that this line will be eighteen miles long, connecting with the Illinois Central system at Blackford. Contracts have been let and the work of tracklaying is now in progress.

Elizabeth City, N. C.—The Elizabeth City & Western Railroad Co. has organized by electing C. E. Kramer, president and general manager. It is understood that surveys are to begin at once for the line, which is proposed between Elizabeth City and a connection with the Seaboard Air Line or some other system now in operation.

Elkton, Md.—The Delaware & Susquehanna Light & Railway Co. has elected Jos. T. Grove, president; Carlton Kimble, vice-president, and Alfred McVey, secretary and treasurer. This company is authorized to construct an electric railroad from the line between Delaware and Maryland to the Susquehanna river.

El Paso, Texas.—It is stated that about 100 miles of the proposed extension of the Pecos Valley Railroad between Roswell, N. M., and El Paso have been surveyed. The estimated length of the line is 230 miles. J. J. Hagerman at Colorado Springs, Colo., is president of the company.

Fairmont, W. Va.—The promoters of the proposed road between Fairmont and Fairview, W. Va., have elected T. W. Fleming of Fairmont, president; O. S. McKinney, secretary, and A. H. Fleming, treasurer, of the company. The road, if built, will be fifteen miles in length.

Fort Valley, Ga.—The Central of Georgia Railway Co. is building about six miles of sidetracks at Fort Valley and Marshallville. John M. Egan of Savannah is president of the company.

Fredericksburg, Va.—J. O. Jennings of Hartford, Conn., is interested in the Rappahannock Valley Railroad Co., incorporated at the last session of the Virginia legislature.

Lake Providence, La.—W. H. Ragland of Little Rock, Ark., and Randall Silverman of Hamburg, Ark., are reported as interested in a plan to build a railroad from Lake Providence to Portland, Ark., where it would connect with the St. Louis, Iron Mountain & Southern system. The distance is about forty miles.

Longview, Texas.—The extension of the Texas, Sabine Valley & Northwestern Railroad, it is stated, will be about forty miles in length, extending from Timpson to San Augustine, where it will connect with the Gulf, Beaumont & Kansas City Railroad. Surveys have been completed. G. M. D. Grigsby at Longview is president of the company.

Monterey, Tenn.—The Nashville & Knoxville Railway Co., it is reported, is making surveys for a line from Monterey to what are known as the Laurel Creek coal fields, a distance of sixteen miles. H. A. Crawford at Terre Haute, Ind., is president of the company.

Natchez, Miss.—The Progressive Business League of Natchez has endorsed the plan to build a road between Natchez and Woodville, Miss., a distance of twenty-eight miles, to give a shorter line between Natchez and New Orleans. The road would form a branch of the Illinois Central system. J. T. Hara-

han at Louisville, Ky., is vice-president of the Central.

Selma, Ala.—F. M. Abbott of Abbott, Miss., president of the Birmingham, Selma & New Orleans Railroad Co., writes the Manufacturers' Record that it is proposed to extend the line this year a distance of about fifty-five miles to a point on the Tombigbee river. It is possible a further extension will be built later.

Shreveport, La.—Right of way has been secured for the extension of the Shreveport & Red River Valley to a point near Colfax, La., to which the road is to be built. P. McIlvried at Shreveport is general manager of the company.

Spartanburg, S. C.—George O. Tenney, contractor for the electric line recently mentioned in the Manufacturers' Record, writes that it will extend to Glendale and Clifton from Spartanburg. All of the material has been secured. The line will be about eleven miles in length.

Staunton, Va.—It is stated that the railroad proposed by the Dump's Creek Railway & Mining Co. will be about eight miles long, and will be a feeder of the Norfolk & Western. J. Yost at Staunton is interested in the company.

Thurber, Texas.—A correspondent of the Manufacturers' Record writes that the Texas Central Railroad Co., also a new corporation, have been making surveys for lines between Thurber and Stephenville; also between Thurber and Dublin. The estimated length of each line is about thirty-five miles.

Troy, Ala.—It is stated that contracts are about to be let for constructing a portion of the Florida, Alabama & Northern Railroad. The total length of the line will be fifty-five miles between Florida, Fla., and Troy. E. L. Reese at Laurel Hill, Fla., is president of the company.

### Street Railways.

Norfolk, Va.—J. A. Wilson of Baltimore has secured the contract for constructing a portion of the Norfolk & Atlantic Terminal Street Railway, and has begun work. The line is to be completed by July 15.

Petersburg, Va.—President Wright of the Southside Railway & Development Co. writes the Manufacturers' Record that the company is now considering an extension to a point in the suburbs, which will be used as a resort. No decision has been reached in the matter as yet.

Richmond, Va.—The Westhampton Park Railway Co. has been organized by W. T. Armistead, R. A. Patterson and others of Richmond.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

**Agricultural Machinery.**—Thos. M. Swift, Elberton, Ga., wants to buy a separator for threshing wheat and oats.

**Automobile Manufacturers.**—Col. John F. Shelton, Clarksville, Tenn., wants to correspond with manufacturers of automobiles.

**Blowers.**—See "Saw-mill Machinery."

**Bobbins and Shuttle Machinery.**—See "Woodworking Machinery."

**Bobbins and Shuttle Machinery.**—E. E. Weathers, Walnut, between Twentieth and Twenty-first streets, Anniston, Ala., wants addresses of manufacturers of machinery for making bobbins, shuttles and quills.

**Boiler and Engine.**—See "Mining Equipment."

**Boiler and Engine.**—Franklin Cotton Oil Co., Louisville, N. C., wants prices on 75-horse-power engine and 90-horse-power boiler. Address W. H. Nicholson, secretary.

**Boiler and Engine.**—Honea Path Lumber Mill Co. wants prices on 15-horse-power engine and 20-horse-power boiler. Address W. G. McGee, Anderson, S. C.

**Boilers and Engine.**—See "Railway Equipment."

**Boilers and Engine.**—Williamsburg Knitting Mill Co., L. W. Lane, Jr., Williamsburg,

Va., wants prices on 100-horse-power Corliss engine, one (possibly two) 80 or 90-horse-power boilers, new or second-hand.

**Boilers and Engine.**—Massie & Carver, Roxboro, N. C., want to buy tubular boiler complete with all fittings, fifty or sixty horse-power; portable boiler thirty or thirty-five horse-power, and 30 or 35-horse-power center-crank engine, new or second-hand.

**Boilers and Engines.**—M. L. Hollowell, Newberne, N. C., is in the market for three boilers and engines of about twenty-five and thirty-five horse-power; also one 200-horse-power boiler, second-hand. Prices are also wanted on water-tube and return tubular boilers.

**Broom Machinery.**—Business Men's Association, S. P. Vanderslice, secretary, Farmville, Va., wants to purchase machinery for broom factory.

**Building Material.**—Franklin Cotton Oil Co., Louisville, N. C., wants prices on building material, including roofing and siding of iron. Address W. H. Nicholson, secretary.

**Building Material.**—W. N. Emery, 47 West Bay street, Jacksonville, Fla., wants prices on inside decorations and ballroom paraphernalia.

**Canning Equipment.**—George Moon, Lee street, Americus, Ga., wants to correspond with manufacturers of canning and evaporating machinery.

**Canning Machinery.**—Tallulah Land Co., Tallulah, Ga., wants machinery for canning and sour kroat factory.

**Canning Machinery.**—J. W. Walters, Albany, Ga., is in the market for a full set of canning machinery.

**Cotton Ginnery.**—Brick Ginhouse Co., Lake City, Fla., wants estimates with description on four to six gins and one to two presses (for Sea Island cotton).

**Electrical Machinery.**—W. N. Emery, 47 West Bay street, Jacksonville, Fla., wants to purchase fixtures for lighting and power in theater.

**Electric-light Plant.**—See "Water-works."

**Engine.**—Branch & Talley, Ashmore, Fla., want prices on engine.

**Engine.**—Thornhill Wagon Co., Lynchburg, Va., wants to buy a 40-horse-power engine.

**Engine.**—Baldwin & Co. & Geise, Dawson, Ga., are in the market for a second-hand Corliss engine, seventy-five to eighty horse-power.

**Engine.**—H. C. Davis, Hearne, Texas, wants second-hand gasoline engine, four to six horse-power, principally for pumping water.

**Engine.**—See "Hoisting Equipment."

**Engines.**—Brick Ginhouse Co., Lake City, Fla., wants estimates with description on one or two gasoline engines.

**Evaporating Machinery.**—See "Canning Equipment."

**Fire-protection Equipment.**—See "Tank."

**Fly Fan.**—L. S. Lilly, Cleburne, Texas (general delivery), wants to correspond with manufacturers of fly fans which hang from the ceiling and operate by a spring.

**Gasoline Engine.**—See "Engine."

**Gasoline Engines.**—See "Engines."

**Hoisting Equipment.**—M. O. Brooks, 18 Chamber of Commerce Building, Richmond, Va., wants a second-hand hoisting engine capable of hoisting 1500 to 1800 pounds ore from shaft.

**Ice and Refrigerating Machinery.**—William E. Godfrey, 129 Appleton avenue, Macon, Ga., wants addresses of manufacturers of refrigerating machinery; wants machines for cold-storage rooms by either ammonia coils, brine coils or pipes carrying expanded air, the last preferred.

**Ice-factory Supplies.**—People's Ice Works, Athens, Ga., is in need of some ice cans, 11x22x29.

**Kettles.**—E. Hoffman, Lexington, Mo., wants a 40 to 50-barrel steam beer kettle and a 25 to 30-barrel steam rice kettle; double bottom preferred.

**Knitting-mill Machinery.**—S. Bernheimer & Sons, Port Gibson, Miss., want addresses of manufacturers of knitting-mill machinery.

**Machine Tools.**—W. H. Blackman, Box 755, Atlanta, Ga., wants driving-wheel lathe and wheel press 100 to 150 tons.

**Mining Equipment.**—Cherokee Phosphate Co., J. A. Sharp, secretary, Nashville, Tenn., will need mining equipment.

**Mining Equipment.**—W. H. Aston, Bridgeport, Texas, wants to buy boiler, engine, wire rope, pulleys, sheaves and all necessary outfit for coal mining.

**Oil Mill.**—J. D. Odum, Rocky Mount Oil & Fertilizer Co., Rocky Mount, N. C., will want machinery for a 20-ton oil mill and fertilizer factory.



## TRADE NOTES.

**Oil Mill.**—The Franklin Cotton Oil Co., Louisburg, N. C., wants net prices and specifications on machinery, including power for a 20-ton cottonseed-oil mill. Address W. H. Nicholson, secretary.

**Planing-mill Machinery.**—Honea, Path Lumber Mill Co. wants prices on planing-mill machinery. Address W. G. McGee, Anderson, S. C.

**Planing-mill Machinery.**—See "Saw-mill Machinery."

**Pulleys.**—See "Mining Equipment."

**Railway Equipment.**—F. F. Collins Manufacturing Co., C. S. Austin, secretary, San Antonio, Texas, wants 2500 feet of 12-pound second-hand relaying T rails.

**Railway Equipment.**—Miller Supply Co., Huntington, W. Va., is in the market for twenty-five 42-inch gauge logging cars, three-inch flange, eight-inch tread, for wood rail; seven miles of girder rail for electric railroad; two 125-horse-power boilers; one 200-horse-power engine for electric railway service.

**Roofing.**—See "Building Materials."

**Saw-mill.**—L. R. Hickerson, Rockville, Md., is in the market for second-hand circular saw-mill suitable for ten or twelve horse-power.

**Saw-mill Machinery.**—Newberne Wooden Package Works, Newberne, N. C., is in the market for a medium-size power-gang rip-saw and edger, 20 to 36-inch resaw, double-surface planer and matcher, new or second-hand.

**Saw-mill Machinery.**—Massie & Carver, Roxboro, N. C., want blower for carrying shavings and sawdust out of planing mill, and a trimmer.

**Saw-mill Machinery.**—Branch & Talley, Ashmore, Fla., will want to purchase cut-off saw and an edger.

**Skates (Roller).**—W. N. Emery, 47 West Bay street, Jacksonville, Fla., wants to purchase roller skates.

**Springs.**—F. M. Stevens, Mayfield, Ga., wants to contract for the manufacture of a lot of springs.

**Tank.**—Baldwin & Co. & Geise, Dawson, Ga., are in the market for a second-hand iron or steel tank, any shape, to hold 6000 to 8000 gallons of water.

**Tank.**—Nashville Machine Co., Nashville, Tenn., is in the market for pressure tank, to be used as an auxiliary supply for automatic sprinkler system, to be about twenty-five feet long by five feet in diameter, and to hold 4500 gallons of water, capable of standing 100 pounds pressure.

**Tanks.**—See "Kettles."

**Theater Equipment.**—W. N. Emery, 47 West Bay street, Jacksonville, Fla., wants to purchase chairs and stage work for auditorium.

**Threshing Machine.**—See "Agricultural Machinery."

**Tile Machinery.**—N. C. Browder Co., Hickory, N. C., wants prices on tools and equipment for manufacturing cement tiles for sidewalks.

**Veneering Machine.**—See "Woodworking Machinery."

**Wagon Machinery.**—See "Woodworking Machinery."

**Water-works.**—The Springfield Water & Light Co., Springfield, Ky., wants to correspond with engineers and contractors relative to constructing a \$30,000 water-works and electric-light plant.

**Wire Rope.**—See "Mining Equipment."

**Woodworking Machinery.**—See "Bobbin and Shuttle Machinery."

**Woodworking Machinery.**—Roles Furniture Co., Norfolk, Va., will want new machinery for woodworking factory. Address care of Barton Myers.

**Woodworking Machinery.**—Jas. T. Thompson, Waihalla, S. C., wants to correspond with manufacturers of machinery for making insulator plus, cross-arms and brackets for telephone and telegraph poles.

**Woodworking Machinery.**—See "Saw-mill Machinery."

**Woodworking Machinery.**—M. Kohn, 1341 Third avenue, New York city, wants a rotary veneer machine.

**Woodworking Machinery.**—Thornhill Wagon Co., Lynchburg, Va., will want a complete outfit for wagon factory.

**Woodworking Machinery.**—W. S. Perkins, Box 406, Anniston, Ala., wants addresses of manufacturers of bobbin and shuttle machinery.

**Woodworking Machinery.**—Wilkinson Company, Abbeville, Ga., wants proposals on crate machinery.

**Woodworking Machinery.**—M. Mannheim, Hawkinsville, Ga., wants estimates on machinery for manufacturing chairs and tables.

**Hardwood Timber Offered.**—A 5325-acre tract of hardwood timber land in West Virginia is offered to buyers by Paul Paxton of White Sulphur Springs, W. Va. (See advertisement.)

**Detroit Graphite Manufacturing Co.**—The New York office of the Detroit Graphite Manufacturing Co. has been removed to 141 Broadway, Washington Life Building, where more central and commodious quarters have been secured to handle the rapidly-increasing sales of the well-known brand of "Superior" graphite paints which are used for coating metal surfaces.

**Knoxville's Prominent Machinery Plant.**—There are a number of extensive machine and foundry plants throughout the South. One of the most prominent is that of the Knoxville (Tenn.) Foundry & Machine Co. This company has lately rebuilt and improved its establishment and added the latest improvements that mechanical science affords for the successful operation of such plants.

**Bargain in Knitting Machinery.**—During the past year there has been considerable activity in the erection of knitting mills in the South. Projectors of enterprises of this character are asked to direct their attention to the card of Messrs. Woodward & Stillman in this issue. This firm has offices at 16 William street, New York, and it offers at a bargain complete equipment second-hand, but in first-class condition for making flat underwear.

**For Experienced Lumbermen.**—A solid body of 16,000 acres of Georgia lands is offered for sale. Three thousand acres of the property is covered with heavy growth of original forest of hardwood—oak, walnut, ash and hickory; 5000 acres are in cultivation, making one of the finest plantations in the State. This land offers an excellent opportunity for experienced lumbermen. W. G. McNeley of Monroe, Ga., has the lands for sale. (See advertisement.)

**Land Development.**—It is proposed to develop a tract of 10,000 acres of land located on navigable water near Norfolk, Va. It is claimed that the proceeds from the sale of timber on the land will more than pay for such improvements as the developments would require. Messrs. O. D. Jackson Co. of Monticello Building, Norfolk, Va., offers the property mentioned, and is prepared to entertain interest with parties who may conclude to make the development. (See advertisement.)

**Labor-Saving Marine Devices.**—The production of labor-saving devices has reached all classes of business. In marine work the leading labor-saving device is probably the steam towing machine. The merits of this device are well known on this side of the Atlantic, and are rapidly becoming better known in Europe. Last month the American Ship Windlass Co. of Providence, R. I., received a letter from a Swedish ship company attesting the great merits of the Shaw & Spiggle steam towing machine which it manufactures.

**Incandescent Lamps.**—When the Hardy Lamp Co. of Pittsfield, Mass., was organized it at once recognized the Southern trade possibilities and encouraged business with this section. The results of this have made a demand for the company's goods that has now made the establishment of a Southern office necessary. Accommodations have accordingly been secured in the Austell Building at Atlanta, Ga., and F. A. Yates has taken charge of the branch. Mr. Yates has been connected with the Hardy Lamp Co. since its organization.

**Introduction of Gas Stoves.**—The use of gas stoves has been a leading feature of development in the production of labor-saving appliances for household use. The South has evidently taken an increasing interest in these stoves, as is evidenced by sales there, not only of the stoves, but of other supplies and appliances that are used in connection with gas stoves. The Keystone Meter Co. of Roanoke, Pa., reports large sales of its meters in the States of Georgia, Florida, Tennessee and adjoining States, which it believes has been largely brought about by the extended introduction of gas stoves.

**Thos. P. Egan.**—Thos. P. Egan, president of J. A. Fay & Egan Co., the large woodworking-machinery manufacturer of Cincinnati, was recently nominated for presidential elector from the second congressional district of Ohio. Mr. Egan is in no sense a politician, and his selection is therefore a tribute to his high standing in the commu-

nity and among the large manufacturers of the country. Mr. Egan goes to Paris in June to visit the exposition, where his firm is making a large exhibit, having been requested by the government to represent the United States there, and he will return in time for the election.

**New Ice Plants.**—The multiplication of ice-manufacturing plants throughout the country furnishes many contracts to ice-machine builders. The use of machinery for manufacturing ice and for refrigerating purposes is constantly increasing, especially in the South, where the climatic conditions are such as to preclude the possibility of local ice crops by natural processes. The A. H. Barber Manufacturing Co. of 229 Water street, Chicago, secures a large share of the new ice-machinery contracts, and its recent orders have been of considerable importance. In the South the company has lately had orders for the following: A six-ton plant complete at Athens, Texas; six-ton refrigerating plant complete at Selma, Ala.; seven-ton machine for hotel at Atlanta, Ga.; five-ton ice and refrigerating plant, at San Saba, Texas. The Barber Company also had orders for a 17-ton machine at Narragansett Pier; 10-ton machine at Capron, Ill.; three-ton machine at Bristol, R. I.; eight-ton machine for a milk depot at Brooklyn, N. Y.; six-ton machine for creamery at Poplar Grove, Ill. The Barber Company also manufactures and erects ready for use creamery apparatus and furnishes supplies.

**Roofing Specialties.**—Improvements in building materials have increased greatly not only the efficiency, but also the appearance of modern structures. Roofing is an important feature of the building, and manufacturers have made a specialty of supplying material for its purposes. The recent activity that has come to the building trades brought increasing orders for the best products in the class mentioned. The Montrose Metal Shingle Co. of Camden, N. J., has been a leading specialist in this line, and its metal shingles, tiles and kindred material for all classes of buildings have been more and more used until now the company finds it necessary to remove to larger quarters. The Montrose concern has secured large buildings and is installing considerable new machinery, which, with its already complete line of machinery, will enable it to manufacture in much greater quantities its well-known Eastlake and Octagon shingles, etc. At 119 to 113 Erie street the new offices are located, in connection with the new works.

**Ice Production and Refrigeration.**—Among the productions of modern genius and mechanical ingenuity an important apparatus is that for the manufacture of ice and for refrigerating purposes. The old prejudice against manufactured ice has given place to the recognition of the fact that such ice is, when produced by the most approved machinery, not only equal to, but in many cases superior to the natural product. Not only for household, but also for numerous manufacturing establishments having to do with foods, beverages, etc., manufactured ice has gained a universal usage. America has produced the most successful ice and refrigerating machines on the market, one of the prominent manufacturers of such equipment being the York Manufacturing Co. of York, Pa. This company has closed a number of large contracts recently. Among these contracts is a complete 10-ton refrigerating plant at Haverstraw, N. Y.; a 25-ton ice-making plant at Montgomery, Ala.; a 15-ton refrigerating and seven-ton ice plant at Waynesburg, Pa.; a 150-ton refrigerating plant at Worcester, Mass.; a 25-ton refrigerating plant at Missoula, Mont.; a 25-ton ice-making plant at Hamlet, N. C.; a 200-ton ammonia condenser at Philadelphia; 25-ton ice-making plant at Raleigh, N. C., and a plate ice-making plant of forty tons capacity at Washington, D. C.

**Cold-Water Paint for Railroads.**—Paints that are applicable by the aid of cold water are finding more and more favor. Especially the railroad companies find these paints adapted for their purposes. The J. A. & W. Bird Co. of Boston, Mass., manufacture the well-known Magnite cold-water paint, now so widely used. Several prominent railroads have recently informed the Bird Company of the satisfaction which Magnite paint gives them in their work. The Southern Railway's Charlotte (N. C.) office states it has "used several lots to good advantage for both inside and outside work." The electrical engineer's office of the Baltimore & Ohio Railroad says: "Have used a considerable amount of 'Magnite' for general power-house work, and have found it a very good substitute for paint, and would recommend it for places of this character, where use of

paint would make the expense prohibitory." United Verde & Pacific Railway says it uses the "Magnite" to protect bridges of wood trestle form. This railway recently made a unique test of the paint for its purpose by taking a live coal out of the stove and placing it on the end of a block of wood coated with "Magnite." The coal blistered the paint and made it puff up so as to break out, but did not ignite. A coal placed on the unpainted end burned through in a few seconds. So it is readily seen how hot cinders dropped on a wood trestle bridge will cause a fire, destructive and probably dangerous, whereas the use of "Magnite" would prevent such a fire.

**Important Sale of Textile-Machinery Works.**—With the development of cotton-manufacturing possibilities in the South and the continuation of textile enterprises in other sections of the country has come a largely-increased demand for cotton machinery; in fact, the New England shops are well known to be, many of them, working night forces of workmen in order to facilitate the delivery of their orders. One of the Massachusetts companies that has long been known as supplying textile machinery of the most improved types is the Atherton Machine Co. at Lowell, in the heart of the textile industry of the North. This establishment was originally started in 1871, and has grown from small beginnings to its present extensive and comprehensive character. The cost of this plant has been about \$200,000, and it has for years been conducting a very profitable business in supplying cotton pickers, drawing frames, rings-spinning frames, etc. By reason of certain financial embarrassments produced by causes entirely outside of the textile-machinery business, this complete establishment was placed in assignees' hands some time ago, and now it has become apparent that the entire plant must be sold this month without reserve. On May 17 the assignees will offer the Atherton plant at public auction. An illustrated catalogue of the property may be obtained by addressing the auctioneers, Messrs. J. E. Conant & Co. of Lowell, Mass., or personal inspection and inquiry regarding the works may be made any time before the day of sale.

**Painting Railroad Bridges.**—Paint is such a universally used material that few ever consider what great care and thought is given to its manufacture. The use of paints have become much diversified in recent years, and now paints for almost every purpose are made after especial formulas and by especial methods that produce in the paints such qualities as are required for specific results. A most important use to which paint has been directed is for painting railroad bridges and other forms of metal construction. The action of the weather on such exposed metal surfaces produces in a comparatively short period deteriorating effects such as would hardly be deemed possible by those whose observation has not proved this to them. It might be possible to so treat metal in the works so that this deterioration would be, if not prevented entirely, at least warded off to a great extent. But there are reasons why it would be extremely expensive to treat metal in the mill. Therefore painting has become the remedy against the oxidation of bridges, and manufacturers have offered paints which they have especially prepared for use on those structures. To the railway officer in charge of construction and maintenance the question of what paint to use is an ever-recurring one. In this connection Mr. Hunter McDonald, chief engineer of the Nashville, Chattanooga & St. Louis Railway, recently read a most interesting paper before the Engineering Association of the South. Mr. McDonald spoke of the difficulties which railway men have to contend with in lengthening the life of metal structures in their charge, and gave the results of some tests that he had made with a number of materials now on the market, offered for that purpose by diverse manufacturers. Twenty different paints were used, and results varied. The tests showed National Paint Works' No. 500 Metal Protector as the leader in giving such highly commendable results as railway men are looking for. The National Paint Works is of Williamsport, Pa., and full information may be obtained from the company regarding the product referred to.

## TRADE LITERATURE.

**Boiler Compound.**—The loss of steam from incrustation in boilers is a fact acknowledged by users of steam-power plants. In order to prevent the incrustation mentioned various methods and devices have been used. One of these devices, and one that many boiler users have found eminently success-

ful, is the application of "Federal" boiler compound. This chemical combination is offered by the manufacturer with full confidence in its power to perform the service intended. The Federal Battery Co. of 11 Pine street, New York, has issued a leaflet relative to the compound, copies of which may be had upon application. Sufficient compound to test will be sent to responsible applicants.

**Machine Tools.**—Probably no one versed in the appliances of the industrial world will gainsay the statement that machine tools comprise the most commonly-used equipment pertaining to machinery. American manufacturers have produced the most perfect machine tools that the manufacturing world and other departments of mechanical science have called for. The term "machine tools" includes such indispensable apparatus as screw machines, monitor lathes, hand lathes, chucking lathes, drill presses, forming machines, profilers, tapping machines, etc. In this department of manufacture the Garvin Machine Co. of Spring and Varick streets, New York city, has long held a leading position, and its endeavors are constantly used to improve more and more its product. The company's latest catalogue, dated March, 1900, contains full descriptions and illustrations of its product, which will be found of interest to every user of machine tools. Send for one.

**Knitting Machinery.**—The marvelous growth of cotton manufacturing in the South during the past decade has attracted the attention not only of those particularly interested in the textile industry, but also of the general public. In connection with this development there has come during the past year or two a growing interest in the production of knit goods in the South. A number of mills in this department have been established, and the outlook indicates an increasing interest in such enterprises. Those who contemplate building knitting mills will find an interesting catalogue in that issued by Messrs. Campbell & Clute of Cohoes, N. Y. This firm was established in 1863, and has earned a high reputation for the merit of its circular knitting machines, burs, winders, turning-off and flat rib machines, all of which are treated of in the catalogue mentioned. Projectors of knitting plants or those contemplating enlargements of established mills are invited to send for catalogue or address the firm for more specific information than that booklet contains.

**Baltimore's Prominent Builder.**—During the past several years there has been an increasing activity in the erection of building structures of all kinds. With the introduction of so many new and important features that building construction has evolved comes an increasing responsibility for the building contractor. The complexity of latter-day structures has made a demand for such contractors as have the knowledge, both practical and theoretical, as ensures the utmost care and the strict interpretation of the specifications as the architect may furnish them. Baltimore has been among the leading cities that have seen an era of exceptional activity in the building business during recent years, and her leading contractors have profited by this. Among the prominent builders of the Monumental City none is more widely or more better known than Mr. John Waters of 23 Centre street. Some of the most costly and important structures here have been built under his direction, notably the new State penitentiary, St. Joseph's Hospital, Posner's department store, the Merchants' National Bank and other buildings of the same character, immense warehouses, and the powerhouses of the railway systems. No one feature of Mr. Waters' business more ably asserts his ability and the confidence which is placed in his work than the number of large contracts which he constantly obtains without bidding. Nor will he bid at ruinous figures and then endeavor to make his profit by such subterfuges as many have taken advantage of in the past, which architects are well aware of. A handsome booklet lately issued gives a number of photographic views of the handsomest structures Mr. Waters has built.

#### Reduced Rates to Cincinnati via Pennsylvania Railroad, Account of People's Party National Convention.

For the benefit of those desiring to visit Cincinnati during the session of the People's Party National Convention, May 9, the Pennsylvania Railroad Co. will sell tickets from all stations at the rate of one first-class fare for the round trip. Tickets will be sold and good going on May 7 only, and returning leaving Cincinnati not later than May 12.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### Location for Bank Wanted.

The Manufacturers' Record is in receipt of a letter from a banker, in which he says:

"A valued friend of ours is very anxious to find a good banking point somewhere in the Valley of Virginia, where a small capital, say \$25,000, could be made to pay fairly well. His idea is to get a national bank charter, he and his friends taking the majority of the stock and the place of location the balance, say \$8000 to \$10,000. A location is desired where there is now no bank or where additional banking facilities are needed. The gentleman referred to is an experienced bank man of middle age, and who would have the best credentials."

Letters bearing on this from localities wanting a bank addressed to "Piedmont," care of Manufacturers' Record, will be forwarded.

### New Corporations.

The Everett Investment Co. has been formed at Kansas City, Mo., by R. C. Spencer and others.

The Farmers' Bank of Frankfort, Ky., has been reorganized, with \$75,000 capital. John C. Noel is president.

James M. McDonough is president of the Fort Smith Mining & Investment Co., recently incorporated at Fort Smith, Ark.

The Commercial Bank, recently formed at Lenoir, N. C., has been opened for business with \$10,000 capital stock. T. T. Lutz is president.

The Portland Bank of Portland, Ark., has been incorporated, with \$20,000 capital stock. J. D. Dean is president, and J. C. Bain, vice-president.

The Bank of Corning, Ark., has been formed at the town of that name with \$30,000 capital stock. G. B. Oliver is president, and W. B. Polk, cashier.

It is announced that J. O. Westfield and others are interested in the formation of another national bank at Greenville, S. C. It will be capitalized at \$100,000.

The bank being formed at Cheraw, S. C., is termed the Merchants and Farmers' Bank, and is capitalized at \$30,000. D. S. Matheson is one of those interested.

It is announced that the Farmers and Traders' Bank of Gallatin, Tenn., is to be reorganized as the People's National Bank. It will have \$50,000 capital stock.

Authority has been given to organize the First National Bank of Ronceverte, W. Va., with \$30,000 capital. John W. Harris is president, and John B. Harris, cashier.

Isaac Hecht and R. C. Hopkins are interested in the proposed national bank at Havre-de-Grace, Md. The institution is to be called the Citizens' National Bank, and will be capitalized at \$100,000.

The Atlanta Bank Stock Security Co. has organized another bank in its series, located at Fitzgerald, Ga., to be capitalized at \$25,000. It is called the Merchants and Farmers' Bank. W. S. Witham is president.

### New Securities.

The Bank of Enfield, N. C., has purchased the issue of \$2000 in 6 per cent. bonds of that town at 105.

T. D. Jackson, city clerk, will receive bids until May 5 for the issue of \$25,000 in 6 per cent. improvement bonds of Evergreen, Ala.

F. M. Stafford & Co. of Chattanooga,

Tenn., have purchased the issue of \$15,000 in 5 per cent. bonds of Eastman, Ga., at 100.666.

The town of Valdosta, Ga., will issue \$25,000 in bonds in the near future for improvements. Maxcy Ashley, clerk, may be addressed.

The First National Bank of Elizabeth City, N. C., has purchased the issue of \$10,000 in 5 per cent. bonds of that town, paying 102.25.

The city of San Antonio, Texas, has voted in favor of the proposed issue of \$300,000 in 4 per cent. bonds for improvements. Address the mayor.

William H. Horman, president of the board of commissioners, will receive bids until May 28 for the issue of \$188,700 in 3½ per cent. bonds of Frederick county, Maryland. He may be addressed at Frederick, Md.

It is announced that the issue of \$850,000 of what are known as the Atchafalaya levee bonds will be refunded by a similar issue of 50-year bonds at 5 per cent. Messrs. Hyam, Moore & Wheeler of New Orleans may be addressed.

The First National Bank of Wadesboro, N. C., has purchased the issue of \$25,000 in 5 per cent. bonds of this town, paying 102. The sale is based upon the condition that the bank will take them if no higher bid is received within sixty days.

A correspondent of the Manufacturers' Record writes that the town of Welch, W. Va., which has recently voted in favor of issuing \$5000 in bonds for improvements, will probably place them on the market in the near future. James A. Strother is mayor.

### Dividends and Interest.

The Baltimore Cooperage Co. has declared a dividend of 6 per cent.

The Iredell Tobacco Co. of Statesville, N. C., has declared a dividend of 6 per cent.

The Suffolk & Carolina Railway Co. has declared a semi-annual dividend of \$2 per share.

The International Trust Co. of Baltimore will pay the interest due May 1 on bonds of the Norfolk Railway & Light Co. Messrs. Townsend Scott & Son of Baltimore will pay interest on 5 per cent. and 8 per cent. bonds of Staunton, Va., due May 1.

Messrs. Alexander Brown & Sons of Baltimore will pay interest due on bonds of the Newport News & Old Point Railway & Electric Co.

### Financial Notes.

The American Bankers' Association has decided to hold its next annual meeting at Richmond, Va.

Charles B. Kefauver has been appointed State bank examiner for West Virginia by the governor. Mr. Kefauver came to West Virginia from Baltimore about ten years ago, and has taken an active part in the development of the State.

The Arkansas State Bankers' Association at its annual meeting at Little Rock elected the following officers: John G. Fletcher, Little Rock, president; Jas. P. Coffin, Batesville; W. E. McRae, Camden, J. W. B. Robinson, Clarendon; L. B. McClure, Russellville; Henry Thane, Arkansas City; M. E. West, Helena, vice-presidents; M. H. Johnson, Little Rock, secretary; Chas. N. Rix, Hot Springs, treasurer.

The American Cotton Oil Co. announces that it has reduced its issue of \$4,000,000 in debenture bonds to \$3,000,000, which mature November 1. These bonds will be extended at the rate of 4½ per cent. for a period of fifteen years. The present bondholders are offered the privilege of the extension if they deposit

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the present bonds on or before August 1 with the agents of the company. The details of the arrangement will be found in another column.

An example of quick publishing is given by the issue of Miss Glasgow's "Voice of the People," the novel of recent Virginian life. The manuscript left the hands of the author in Richmond, Va., late in February. It was read and accepted by her publishers in New York, Doubleday, Page & Co., and put into type. Advance copies were made for the publishers' salesmen and sent to them as far west as Omaha early in March. Nearly the whole country was canvassed by them, and orders were placed with the booksellers. Copies were sent to England for copyright and simultaneous publication there. Advance copies were sent to the press, and the book, after every step in careful publication had been taken, was distributed and published the first week in April.